

श्री सटल बिहारी बाजपेयी : सरकार ने जो कुछ किया है, उस के खिलाफ अपना रोष प्रकट करने के लिए हम सदन से बाहर जा रहे हैं, हम आप से मिलेंगे और अपनी बात आप को समझावेंगे, लेकिन हमें अफसोस है . . . . .

12.55 hrs.

RESOLUTION RE. INTERIM REPORT OF RAILWAY CONVENTION COMMITTEE, SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1973-74 AND STATEMENT RE. STRIKE BY LOCO RUNNING STAFF

श्री मधु लिमये : अध्यक्ष महोदय, आप, दो प्रश्नों पर निर्णय दीजिये—यह नोटिफिकेशन क्यों निकाला गया और यह नोटिफिकेशन आज सदन के सामने क्यों नहीं आया ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): I beg to move:

"That this House approves the recommendations made in paras 60, 70, 71, 75, 76, 77, 78 and 19 contained in the Interim Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on 11th December, 1973,

MR. SPEAKER: It is nearing the time for lunch break. Do you want to take up the next item?

SHRI SHYAMNANDAN MISHRA: Certain clarifications are in order. How is it within the administrative capacity of the Government? Had they got approval earlier, say, for going up to 40 per cent and they are now going up to 37 per cent? He had not said anything about it.

That his House further directs that the action taken by Government on the other recommendations made in the Report should be reported to the Committee."

अध्यक्ष महोदय : मुझे जो स्मार्ति है, आप वह मुझे बतला सकते हैं ।

Railway Finances were separated from the General Finances by a resolution of the then Central Legislature in September, 1924. The resolution adopted prescribed the rate of contribution to be made by the Railway to the General Revenues, worked out on the basis of the capital-at-charge of the Railways and the working results of the commercial lines.

श्री मधु लिमये : अध्यक्ष महोदय, जब लोक सभा का सत्र चल रहा है तो क्या इन को नैतिक अधिकार है कि उस अधिकार का इस तरह इस्तेमाल करें और जब इस्तेमाल किया है तो नोटिफिकेशन यहाँ क्यों नहीं लाये—इन दो मुद्दों पर इन का असन्तोष का व्यवहार है, इसलिए हम सदन का त्याग कर रहे हैं ।

The Railway Convention Committee, 1949, the first such Committee to meet after Independence, had a fresh look at these arrangements and recommended the concept of a fixed dividend which the Railways should pay to the General Finances on the loan capital invested in the undertaking as computed annually. The

Shri Madhu Limaye and some other hon. Members then left the House.

(Shri L. N. Mishra)

relationship between Railway Finance and General Revenues as spelt out by the 1949 Committee was reviewed by successive Railway Convention Committees set up in 1954, 1960, 1965 and 1971. These initial financial arrangements have undergone important modifications in the light of the changing circumstances, though the basic concept that the Railways should pay a fixed dividend to General Revenues still holds.

Following the planned economic development of the country through Five Year Plans, the practice has been to set up Railway Convention Committees whose recommendations regulating the payment of dividend by the Railways to the General Revenues etc. coincide with the Five Year Plans. Such an arrangement has much to commend itself since it enables the Railways to assess the resources that would be available with them during a particular Five Year Plan and to regulate their programme for development, expansion and rehabilitation of the railway system accordingly.

The Railway Convention Committee, 1971, was set up in August, 1971 and the Committee presented its final report in April, 1973. The recommendations of the Committee cover the Fourth Plan period, 1969-74. Apart from issues such as the payment of dividend by the Railways to the General Revenues and ancillary matters, that Committee made observations on various aspects of railway working such as Accounting Matters, Suburban Services, Commercial & Allied Matters, etc. Their observations are under the consideration of the Railway Ministry.

The Railway Convention Committee, 1973 was appointed through a Resolution adopted by this House on the 7th and 16th May 1973. Their

recommendations are to cover the Fifth Plan period. The Committee are earnestly at work and have already held 4 sittings. Pending detailed consideration in depth of the various issues before them the Committee have presented an Interim Report. Apart from containing some observations about certain aspects of railway working, the Interim Report lays down the formula for the payment of dividend to General Revenues, the quantum of money to be contributed to the Depreciation Reserve Fund and other allied matters concerning the year 1974-75. The Committee have recommended that the arrangements proposed by the Railway Convention Committee, 1971 for the quinquennium 1969-74, may continue for the year 1974-75, till they have examined all the relevant issues in detail and come to firm recommendations. Under the present arrangements the Railways are paying dividend at the rate of 5.5 per cent (including 1 per cent representing payment to the States in lieu of Passenger Fares Tax) on the capital invested up to 31-3-1964 and 6 per cent on the capital invested after 31-3-1964, subject to certain concessions. For the Railway Budget for 1974-75 due to be presented to the Parliament during the ensuing February Session, it would be necessary to take into account the recommendations made by the Committee in their Interim Report.

In this context I would like to briefly touch upon the comment of the Committee that freight traffic estimations by the Railways have not fully materialised with the result that some of the investments have not yielded the desired return. While the Committee will no doubt examine the matter in detail, as indicated by them in their Interim Report I can only say that planning for the economic development of the country is an integrated process embracing the activities of all the sectors of the economy. The targets of development in the various sectors are determined by the Planning Commission in consultation with the

various Ministries. At least since the commencement of the Fourth Five Year Plan, the Railways do put forth their point of view in fixing the targets for freight traffic, and also appraise the plan periodically. For example, when the growth of traffic during the first two years of the Fourth Plan was sluggish, it was at the initiative of the Railways that the freight traffic target was sealed down from 265 million tonnes to 240.5 million tonnes. However, once a particular target is projected the Railways must provide the necessary infrastructure. No doubt we should all benefit from past experience; the Railways have to move cautiously but with a sense of optimism. There may be situations in which we are helpless; a decline or non-materialisation of traffic takes place for unforeseeable reasons. However, I can assure the House that necessary prudence will be exercised by the Railways in making investment decisions.

With these words I commend the Resolution for the consideration of the House.

MR. SPEAKER: Resolution moved:

"That this House approves the recommendations made in paras 60, 70, 71, 75, 76, 77, 78 and 79 contained in the Interim Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on 11th December, 1973.

That this House further directs that the action taken by Government on the other recommendations made in the Report should be reported to the Committee."

MR. SPEAKER: We will take up this later on, after the lunch hour. The Business Advisory Committee has allotted two hours. Now that the opposition members are not here, we will

have to give a little more margin. I think we can fix it at 2-1/2 hours. They can also discuss the loco running staff strike.

SHRI L. N. MISHRA: They can discuss anything because the supplementary demands are coming.

MR. SPEAKER: Yes, both the discussions can be taken up together. The Minister can move them.

MR. SPEAKER: We will now take up Supplementary Demands for Grants (Railways) for 173-74.

#### DEMAND NO. 1—RAILWAY BOARD

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974 in respect of Railway Board."

#### DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of Miscellaneous Expenditure."

#### DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,08,51,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of Working Expenses—Administration."

**DEMAND NO. 5—WORKING EXPENSES—  
REPAIRS AND MAINTENANCE**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 8,77,54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND NO. 6—WORKING EXPENSES—  
OPERATING STAFF**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 7,80,35,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of "Working Expenses"—Operating Staff."

**DEMAND NO. 7—WORKING EXPENSES—  
OPERATION (FUEL)**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND NO. 8—WORKING EXPENSES—  
OPERATION OTHER THAN STAFF AND FUEL**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 27,96,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation other than staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 11,24,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EXPENSES—  
STAFF WELFARE**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 94,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Staff Welfare'."

**DEMAND NO. 14—CONSTRUCTION OF  
NEW LINES—CAPITAL AND DEPRECIATION (RESERVE FUND)**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 12,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Construction of New Lines—Capital and Depreciation "Reserve Fund'."

**DEMAND NO. 15—OPEN LINE WORKS—  
CAPITAL, DEPRECIATION RESERVE FUND  
AND DEVELOPMENT FUND**

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect

of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

The Resolution, the Supplementary Demands for Grants and the loco strike will be discussed together.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): There is a half an hour discussion at 5.30 p.m. This discussion can go on till that time.

MR. SPEAKER: Yes, we will conclude this by 5.30 p.m. When will the Minister make the statement on the strike?

SHRI L. N. MISHRA: Any time you like.

MR. SPEAKER: I think you better read the statement after listening to all the speeches. That is the normal procedure.

SHRI K. RAGHU RAMAIAH: The Minister may be called at 5 O'Clock

MR. SPEAKER: I hope so. He may be called at 5 O'Clock. But sometimes it is not within your power.

Now, we adjourn for Lunch to re-assemble at 2 O'Clock.

13.05 hrs. . .

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

SHRI S. M. BANERJEE (Kanpur): Sir, I have a brief submission to make.

I think, Sir, you are aware that in Delhi itself nearly 8000 workers of the

Delhi Cloth Mills have been on a stay-in strike since the 4th December. At the intervention of the Labour Minister, a general strike was averted. The DCM management, viz., Messrs Bharat Ram and Charat Ram are victimising the workers. I want that the Labour Minister should make a statement.

SHRI KRISHNA CHANDRA HALDER (Ausgram): On the 12th I have already requested the Labour Minister to make a statement.

SHRI S. M. BANERJEE: Otherwise, there is going to be a general strike by the workers.

श्री मधु लिखये (बांका) : उपाध्यक्ष महोदय, पिछले 15 दिनों में तीन, चार मसले उठाये गये हैं और सभापति जी ने आदेश दिया कि सरकार इन मसलों पर बयान दे। मैं गिनाये देता हूँ :—

1. मेरठ में जो साम्प्रदायिक दंगे हुए उन पर बयान देने के लिए स्पीकर साहब ने कहा था। आज भी बयान नहीं आया।
2. भारत की रिफ़ाइनरीज में साढ़े सात प्रतिशत क्रूड आयल का लौस हो रहा है। इस के ऊपर माननीय बरुभा जी का बयान नहीं आया।
3. बिहार के मुंगेर जिले में बढ़ैया में एक हरिजन को खिन्दा जला दिया गया। मैंने 15 दिन पहले बुधवार को सवाल उठाया था। उस पर बयान नहीं आया। (ध्वजबान)

खामख्वाह चेयर के बीच में और हमारे बीच में झगड़ की नीबत इन की वजह से उत्पन्न हो रही है। आप के और हमारे बीच में कोई झगड़ा नहीं है। इन की अयोरियता और अकर्मण्यता . . . . (ध्वजबान)

MR. DEPUTY-SPEAKER: The Chair has no quarred with you anywhere:

श्री मधु लिमये : चेयर के आदेश का पालन नहीं हो रहा है। मैं तो चेयर की रक्षा कर रहा हूँ।

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, आज के अखबारों में खबर छपी है कि बिहार के दरभंगा जिले में हरिजनों के साथ दुर्व्यवहार, मारपीट और उन की हत्या तक की गई है जिस के विरोध में वहाँ की कम्युनिस्ट पार्टी के लोगों ने बहुत बड़ी तादाद में अफसरों का घेराव किया है। तो मैं चाहूँगा, माननीय मधु लिमये जी ने जो बात उठायी वह तो ठीक ही है, लेकिन इस तरह की घटनायें पूरे बिहार में घट रही हैं, उस के बारे में आप पूरा बयान मंत्री जी से दिलाइये ताकि स्थिति की जानकारी सदन को हो सके।

श्री मधु लिमये : उपाध्यक्ष महोदय, ऐलकाक एशडाउन का अग्रिकशन हो गया और अभी तक बयान नहीं आया। ऐलकाक एशडाउन को नेशनलाइज्ड किया, लेकिन आप को बवकूफ बनाया गया। वह कम्पनी अग्रिकशन हो चुकी है। . . . . .

14.10 hrs.

RESOLUTION RE: INTERIM REPORT OF RAILWAY CONVENTION COMMITTEE, SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1973-74, STATEMENT RE: STRIKE BY LOCO RUNNING STAFF—Contd.

MR. DEPUTY SPEAKER: Order, please. Please allow me to regulate the proceedings of the House. . . . . (Interruptions) Will the Members kindly listen to what I am going to say regarding the business in front of us. Let us get down to the business on hand.

श्री मधु लिमये (बाँका) : इस का क्या होगा ?

MR. DEPUTY SPEAKER: Order, please.

Earlier, the House has decided to discuss the resolution of Shri Mishra relating to certain recommendations of the Railway Convention Committee and the Supplementary Demands for this year together. According to the time allotment of the Business Advisory Committee, originally two hours were allotted for the Resolution and two hours for the Supplementary Demands. Then the House also decided that during the discussion references may also be made to the situation created by the Locomen going on strike and the ultimatum that they would escalate and widen the strike. This is a hotch-potch of a discussion. (Interruptions) Will you kindly listen? I normally make it a point not to speak nonsense. Kindly listen. (Interruptions) I am saying about myself. So kindly listen to me on what I am going to say. This is a hotch-potch of a discussion where relevance has no meaning! I cannot tell a Member that you are not confining to this you are not confining to that. It is open to everybody. But even so, we are hard pressed for time, and a decision was made earlier that instead of four hours, we may cut it down by half an hour.

SHRI RAMAVTAR SHASTRI (Patna): My suggestion was to increase time.

MR. DEPUTY SPEAKER: It was a suggestion made. Why don't you understand it? A suggestion was made to that effect, so that we may be able to take up the Half-an-hour discussion at 5-30. This is the difficulty/which I am faced. I request Members to keep in mind that in respect of the Supplementary Demands only Rs. 22 crores are involved, out of which about Rs. 21 crores is for increased dearness allowance and Rs. 12 lakhs or 10 are for some urgent works. Nothing more is said about other aspects of the Railways. Keeping this in mind you may kindly offer your remarks. Shri Biren Dutta.

THE MINISTER OF PARLIAMEN-  
TARY AFFAIRS (SHRI K. RAGHU  
RAMAIAH): There is one clarifica-  
tion required. Now the question is  
this. There are two alternatives open  
before us. Otherwise, the Railway  
Minister will have to reply day after  
tomorrow. Now if you begin now, it  
will end round about by 6 o'clock.  
There is one Half-an-hour discussion  
at 5-30. There are two ways open, un-  
less you want the Railway Minister to  
reply day after tomorrow. Either we  
agree to take up the Half-an-hour dis-  
cussion at 6 o'clock or we cut down  
this at 5-30. That is, at 5 o'clock the  
Minister will be called and at 5-30 this  
discussion will be over, and we take  
up the Half-an-hour discussion. We  
may take up whatever course the  
House decides in the matter.

SHRI B. V. NAIK (Kanara): We  
may take up the Half-an-hour discus-  
sion at 6 o'clock.

SHRI N. K. P. SALVE (Betul): We  
may take up the Half-an-hour discus-  
sion at 6.0' clock.

SHRI S. M. BANERJEE (Kanpur):  
The Speaker said that the Minister  
may make a statement.

MR. DEPUTY SPEAKER: I heard  
the Minister saying that he was pre-  
pared to make a statement at 2 o'clock  
before the discussion so that Members  
might make reference to those things,  
but I also heard what was being said,  
that he might as well make a state-  
ment at the time of the reply.

THE MINISTER OF RAILWAYS  
(SHRI L. N. MISHRA): That is cor-  
rect. (*Interruptions*).

MR. DEPUTY SPEAKER: It is in  
your own interest if you listen to me.  
If the Minister replies day after to-  
morrow then I think the statement be-  
comes irrelevant. I don't know. Can  
you throw light on that?

SHRI L. N. MISHRA: I would  
prefer to make a statement towards  
the close of the discussion.

MR. DEPUTY SPEAKER: Let us  
hear from the hon. Minister what he  
wants to say.

SHRI K. RAGHU RAMAIAH: Sir,  
before the hon. Speaker left the  
Chair—if my recollection is correct—  
he did say that the Railway Minister  
will make a statement at the end of  
the discussion.

SHRI RAMAVTAR SHASTRI: No-  
no.

SHRI KRISHNA CHANDRA HAL-  
DER: What he said was untrue.

SHRI K. RAGHU RAMAIAH: Let  
us refer to the records. (*Interrup-  
tions*).

SHRI RAMAVTAR SHASTRI: The  
hon. Minister for Parliamentary Af-  
fairs is deliberately misleading the  
House.

MR. DEPUTY-SPEAKER: Mr.  
Shastri, whatever is on records is on  
the record. But, what I am saying  
is that I have a feeling that the Min-  
ister may not be able to reply today.  
Whatever you may say here, on this  
emotional question, a very wide scope  
will be covered. I have my continu-  
ing fears that you may not be able to  
reply despite our best efforts, you may  
not be able to reply today. If you are  
not able to reply to-day and, if as  
the hon. Minister for Parliamentary  
Affairs has said, your reply may be  
made only day after tomorrow or the  
day after that, then your statement on  
the locomen's strike loses all rele-  
vancy and meaning. That is all what  
I am trying to point out to you.

SHRI K. RAGHU RAMAIAH: I did  
not say that his reply should be day  
after tomorrow. I might re-capitulate  
what I said. There are two courses  
open—one is his reply to-day either  
after we finish with the debate at six,

(Shri K. Raghu Ramaih)

that is, after half-an-hour discussion, or we shall cut down this discussion from 4 hours to 3 1/2 hours so that the railway minister's reply may be at 5-30 and then we may take up half-an-hour discussion. Of course I did not say that the Minister must reply day after tomorrow. (*Interruptions*).

MR. DEPUTY-SPEAKER: Mr. Pandey, will you kindly cooperate? I think there may be a *via media*. If the Minister is able to reply to-day, well and good if he is not able to reply today, at least he can make his statement towards the end of the locomen's strikes statement.

SHRI S. M. BANERJEE: Just a minute, Sir. I can assure you (*Interruptions*). We want to get the information about the locomen's strike. Let the hon. Minister concentrate on this. I have requested him to make a statement. If he makes a statement now, the chances of further exclamation of strike will firstly be removed. We, all of us including you all are patriotic people and the strike should come to an end. Let the Government make a statement.

MR. DEPUTY-SPEAKER: You have made your point.

SHRI RAMAVTAR SHASTRI: He should stick to his earlier commitment

SHRI K. RAGHU RAMAIAH: This is a composite proposition that the Railway Minister should make a statement on the locomen's strike now and if we conclude the whole debate today at 6 O'clock, we take up half-an-hour's discussion later.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Mr. Deputy-Speaker, Sir, it is with profound sorrow and anguish that I am making this statement.

Before I go into the statement, I would like to impress that the assurance given at the time of the August strike has been fulfilled. Even at the time of calling off the strike, every assurance that has been given has been fulfilled both in letter and in spirit. If any individual case is left out, I am prepared to go into the case myself. I am all for a cordial atmosphere among locomen. There is not one assurance which has not been fulfilled. If there is any left out due to human error or anything of that kind, I am prepared to take up that case myself, look into it and give a decision within twenty-four hours. Now, I come to my statement. A section of the loco running staff of the Western Railway have been agitating and absenting themselves from November 26, 1973. Their only demand appears to be that the Loco Running Staff Association should have the right to negotiate. I have made it clear in the Parliament a number of times that categorical groups cannot be given recognition. Large number of the absenting staff have already come back to duty and the remainder are also trickling in. It is under these conditions that a section of the loco running staff of the Northern Railway, in Delhi and its surrounding areas, Lucknow, Kanpur and Tundla have gone a lightening strike from December 15, 1973. At Delhi main, most of the evening commuter traffic had been cleared and only a residual of 500-600 commuters remained. The police arrived promptly on the scene, their first task being to control the commuters as soon as the service was provided for their onward passage. Within four hours the obstructing engines have been removed and most of the evening long-distance incoming and out-going services were running, though very late, with the exception of two metre gauge mail trains, Jodhpur, Bikaner and on Ahmedabad side. Thereafter there were no more incidents of fire dropping throughout 15th night or on 16th but the shunting staff absented themselves from their duty in substantial number.



All services were, however, running during the day, though delayed. The object evidently is to support the Western Railway striking staff as there has been no provocation whatsoever on the part of the Northern Railway Administration.

In this connection, it has to be mentioned that all the assurances given to the locomen after the August strike have been implemented, as explained further. I shall now mention the various assurances given and the present stage of implementation of each of these assurances.

- (a) All those who were arrested in connection with the May—August agitations have been released, as promised. Furthermore all State Governments have been requested to withdraw charge-sheets framed in connection with offences not involving sabotage, violence or damage to Railway property committed during these agitations.
- (b) All those released have been taken back to duty, as promised.
- (c) Penal proceedings of reversions, suspensions and removals arising out of the May and August 1973, strikes have been cancelled.
- (d) Breaks in service arising out of the May—July agitations have been condoned, as promised.
- (e) Again, as promised periods of absence arising out of the August 1973 agitation have been adjusted against leave earned leave to be earned.
- (f) Charge-sheets of administrative character directly connected with the trade union activities or activities arising out of the May and August 1973, strikes have been withdrawn, as promised.

- (g) A Committee under the Chairmanship of Deputy Minister for Railways, Shri Mohd. Shafi Qureshi, consisting of 5 representatives of the loco running staff has been constituted to examine other points of grievances and this Committee is still functioning.

As regards 10 hours duty, the agreement reached after the August 1973 strike was that the mode and manner in which the 10 hours duty can be implemented will be discussed by the above Committee and details worked out within a period of 6 weeks. Due to the complexity of the subject and the widely divergent points of view of the two sides the Committee could not complete their deliberations on this subject within 6 weeks. The official side considers that three to four years will be required to implement 10 hours duty fully as I underline the word 'fully' in view of the need to build up additional facilities estimated to cost about Rs. 38 crores and to recruit and train a large number of additional staff. On the other hand, the running staff side are of the view that the implementation can be affected in 90 days time. After carefully considering all the aspects, I have already announced in Parliament that we have started the implementation of 10 hours duty from the 1st December, 1973, and will be completing it in a phased manner in 3 years time.

In this connection, I have also to mention that the entire question of duty hours was examined at length by the Miabhoj Tribunal and it was found by the Tribunal that even for reducing the duty hours from 14 to 12, as many as 8 years would be required. Therefore it may be seen by the Hon'ble Members of Parliament that by reducing the period to 3 years for reduction of duty hours from 14 to 10 a very great step forward has been taken.

While we are taking all necessary steps to implement this decision and completing the hours of duty at a

(Shri L. N. Mishra)

stretch to 10 hours and completing it in 3 years' time, I have to mention that the loco running staff are also governed by the Hours of Employment Regulations. Accordig to these regulations they are to perform only 108 hours duty in a fortnight. When they work more than 108 hours in a fortnight, they get over-time. It has also to be clarified that even when a driver does more than 10 hours at a stretch, the hours that he spends on actual running duty is much less. Even in advanced countries like U.S.A. and U.S.S.R, the hours of duty of running staff have till recently been more than 12 hours at a stretch in the U.S.S.R. it was only in 1971-72 that the hours of duty were brought down to 12 hours a day and that too as a result of modernisation of traction.

As regards the other grievances of the loco running staff, they are with respect to this is a new demand:—

- (a) Equal pay for firemen 'A' and Fireman 'B' and Shunter 'A' and Shunter 'B'.

This issue is already pending before the Board of Arbitration set up under the Joint Consultative Machinery Scheme.

- (b) Job security for medically de-categorised persons.

This issue is pending before the Railway Labour Tribunal.

- (c) Pay and allowances of running staff.

This has already been covered by the Pay Commissions Recommendations.

The deliberations of the Committee under the Chairmanship of the Deputy Minister of Railways are continuing. It is unfortunate that the loco running staff have without any provocation or any valid reason gone again on this lightning strike, putting the public to great inconvenience. While continuing

to sit on the negotiating table they have chosen to resort to such anti-social methods.

I request all sections of the House to lend their support in putting down such anti-social activities of a section of the staff who want to paralyse public transport and to undermine the national economy.

I would also take this opportunity to appeal to the striking section of the locomen to return to duty. It is in fact difficult for me to understand the reason for their resorting to this illegal strike without any valid cause more so when the meeting of Qureshi Committee has been fixed on 17th January, 1974, with their consent. If the locomen desire the meeting can be held earlier. I would again urge on the striking locomen to return to duty keeping in view the larger national interests.

SHRI DINEN BHATTACHARYYA:  
(Serampur): Are you satisfied? (*Interruptions*)

SHRI KRISHNA CHANDRA HALDER: Why is he saying 'anti-social'? (*Interruption*).

MR. DEPUTY-SPEAKER: Kindly sit down.

SHRI RAMAVTAR SHASTRI: I protest.

MR. DEPUTY-SPEAKER: Order, please. You can protest; you have the right to protest. But kindly allow me to speak. You can have your say while you make your speech. (*Interruptions*). Order, please. I am on my legs.

Now, although strictly according to the rule, questions are not asked after the Minister has made a statement in this case, we shall take the Minister's statement—(*Interruptions*)—Order please. I have to raise my voice in order to hear by Members, that is the difficulty. In this case, we

shall treat the Minister's statement as part of continuation of the speech he made before lunch hour, and therefore, everything now on the subject is open to discussion.

Shri Biren Dutta.

\*SHRI BIREN DUTTA (Tripura West): Mr. Deputy Speaker, Sir, I would first speak a few words on the report of the Railway Convention Committee. Submission of a report by the Committee has become a convention in itself. In the report it has been stated that during the last five years the freight and passenger fare in the railways has been rising continuously and the total amount of increase thus effected amounts to Rs. 337 crores. The report also states that the prevailing financial condition of the railways continues to be critical. Thus even though the income of the railways is being increased the expenses also are so mounting that the financial situation does not take a turn for the better. Taking these factors in view the Convention Committee has impressed upon the necessity of imposing adequate discipline in financial management of the railways. They have also recommended the formation of a taskforce to enforce this discipline. I do not know to what extent they would be successful in their efforts.

Sir, the Committee considers many issues of financial management, but unfortunately this Committee does not consider the problem of the persons who run the railways, the railway workers. I do not know whether it comes within the purview of the functions of the Committee or not but the Committee makes no recommendations about them and their problems. Not only this. The Committee has not paid adequate attention for fixing priorities of railway expenditure. It is very often said by the Government spokesmen that the income derived from the Railways will be utilised for the development of the backward areas but what do we find in reality. All plans

and proposals for the development of the backward areas get bogged down because of the pathetic attitude of the railways. The railways have adopted an attitude of neglect towards the backward areas and because of this, a great part of the backward areas still remain outside the railway net work and mainly because of this industries cannot grow in these parts of the country. I would cite an example in this connection. Some time back the Railway Ministry had discussions with the Government of Bangladesh on the question of creating better rail links between the two countries. From the border town of Belonia, the border is a matter of one mile only and if we can create a railway yard there, then the link can easily be created there. Not only this we can also set up a rail line which may start from the port of Chitagong and passing through the State of Tripura may go upto Mizoram and Manipur. You will be surprised to know Sir, that if we can lay a two-mile long railway line then it will not only connect Agartala but it will also connect Kachar and Manipur. But unfortunately this small railway connection which is of so vital importance not only for Tripura but also to its neighbourhood/territories does not find a place among the proposals for new lines which the Government have formulated and presented before this House for financial approval. The Railway Ministry however have no time to look into these matters which if implemented will promote welfare to many States. On the contrary the Railway authorities are too busy in dealing with other issues and their only anxiety is to devise ways and means for keeping the railway workers under their thumb and to silence their voice of protest. What is the role of the Railway Board? The less said the better and I do not propose to go into details because another colleague of mine will be participating in this discussion shortly. The strikes are there.

\*The original speech was delivered in Bengali.

[Shri Biren Dutta]

The railway men have taken to go a slow move and the locomen are already on strike. The railway workers have also given notice on for an all India strike on the 27th February 1974. Instead of trying to solve the problems amicably through negotiations, the Government have gone all out to crush the workers demand and they are utilising the territorial army and the railway protection force against the agitating railway workers and the DIR is also being used liberally against them. But this very railway administration and their armed forces find themselves completely helpless in dealing with the wagon breakers and the miscreants who loot the railway godowns and the dacoits who loot and kill mercilessly the travelling passengers. No sooner the railway workers raise their voice and put forward their legitimate demands, the Government come down heavily upon them and try to terrorise them and crush them with force. This is unjust, unfair and deplorable to say the least. We are already passing through a strike by the Civil Aviation workers and if the railway workers too are compelled to go on a nation wide strike then the country would be put into a veritable chaos. Is it not time that the railway authorities should try to realise the gravity of the situation and try to settle the disputes amicably?

It is true Sir, that we should consider seriously how the railway earnings and how much of it have to be contributed towards the general revenue. But to my mind Sir, it is far more important and far more serious to consider the reasons which have virtually paralysed, the railway working all over the country today. The trains have stopped running in time and since Shri Mishra has taken over the Ministry not a day has passed when there was no trouble in the railways. But Shri Mishra is a great politician and he has more important political missions to fulfil than to attend his official work. He is too engrossed with the political developments of

U.P., Bihar and Orissa and how can be therefore find time to deal with the problems that afflict the railways? Naturally as the baneful consequence of this Ministerial apathy towards his department, the railway is suffering from manifold ills. The railways are not carrying coal to the industrial units and because of coal shortage many industries have closed down. The production in the public sector steel plants too have also fallen. Because of the callous inefficiency of the railways the industries are suffering, production is falling, industrial units are being closed down leading to unemployment of thousands of workers and the country in turn has been put to a grave crisis. Far from trying to grapple the problems and trying to solve them, the Railway Minister is only trying to make the railway workers a scape goat of the situation but I may tell him that he cannot get away merely by calling the railway workers as anti-social beings and such accusations cannot be the end of his responsibilities. The Minister no doubt has a huge majority in this House for him. I have no doubt his supports can shout hoarse and thump the tables loud to support him within the Parliament but the grim situation that has been created in the sphere of industry and trade, the situation arising from the strike of the locomen and the proposed all India strike to be held on the 27th Feb., cannot be solved or suppressed by mere shouts or desk beating. If the Minister is really interested and serious to resolve the crisis then he should evolve rational and clear cut policies and should immediately initiate negotiations with the railway workers.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar): I feel it is my duty to congratulate the hon. Railway Minister at the outset, as he has given a call to the railway employees particularly the loco staff to call off their strike and come to him if there were any grievances, if not for anything else at least for the nations economy. There cannot be any better statement

than this. On the question of loco strike in the first hour of today's session some trouble was created by some hon. Members who also wanted to move adjournment motions. The whole thing has become very clear by now. They wanted to move a union. For what? For discussion. Discussion for what? Discussion to highlight the points to the Government to correct if there be anything wrong. The whole thing has come out by the hon. Minister's statement. Assurances given by the Ministry have been fully implemented and yet, there may be some minor things over here and there, which are still under negotiation and deliberation of the special committee appointed under the chairmanship of the hon. Deputy Minister. In the circumstances, I do not find any reasons for agitation. What is there to agitate and to have an adjournment motion and take valuable time of this august House while those assurances have been implemented and the Committee is still under negotiation and deliberation for the remaining matters. Why could they not wait till the deliberations are over? There could be only one reply and nothing else but political motivation of those who were engineering it, nothing else. It is political motivation at the critical hour of the Nation when we are facing problems because as the previous speaker said the airlines are under lockout and there is dislocation for some kind of passengers. They want to have total dislocation by creating disorder in the movement of railways as well. This is highly reprehensible and nobody can imagine that anybody will support that move at this crucial period. I would request the hon. Minister through you that even if there be grievances of railway employees, be it loco staff or anybody else, the railway authorities—the Minister, the Deputy Minister and the Railway Board officials—should give a patient hearing to their problems and look into their grievances very sympathetically. One thing should not be ignored that the railways

are the nation's property and the employees who are responsible for running the railway administration and keeping the wheels of the railways moving are also the country's wealth and their contribution is not to be minimised or ignored at all. But there are also instances about which the minister should be very much sympathetic and co-operative. In some cases, there are reports that the officials in the Railway Board or in the General Manager's office or zonal offices are not always sympathetic to the cause of railway employees. That should be seriously looked into.

At the moment, in the NF Railway, almost a similar trouble though not of such a magnitude, is going on. The General Manager of the NF Railway has refused to hear the grievances of the Station Masters and Assistant Station Masters. I must thank the minister once again because the moment I brought it to his notice, he said, "I am giving the instruction that the General Manager must hear their grievances." In this way, I would request the Minister to look into the grievances of railway employees.

AN HON. MEMBER: Is that good enough reason for a strike?

SHRI B. K. DASCHOWDHURY: That is another matter. I deprecate that idea also.

The hon. minister has moved the resolution regarding the Railway Convention Committee's interim report, particularly paragraphs 60, 70, 71, 75, 76, 77, 78 and 79. I find these are nothing very much new. I whole-heartedly support it and I hope the House will give its support.

When we discuss the budget, naturally we come across some problems about our local constituencies, apart from the big problems of budgetary and financial allocations. I would like to refer to three major points concerning my constituency.

Shri B. K. Daschoudhury

The hon. minister is fully aware that in this House on several occasions, we have had talked about the restoration of the flood-damaged railway lines, which were damaged in that great flood the deluge that took place in the latter part of October, 1968.

The hon. Minister was good enough to inform me very positively in the first quarter of this year that he has already passed orders and instructions for restoration of the flood damaged railwaylines in the N.F. Railways, namely, Jalpaiguri-Haldibari B.G. lines and Lataguri-Changrabandal metre-gauge line in the N.F. Railways. It was specifically stated that after the monsoon was over this restoration work would be started. I have received information that restoration work has not been started by the N.F. Railway authorities. I have also this information that in the N.F. Railways some of the officials who are in charge of this matter are hobnobbing with the Bus Operators, Press Syndicates of that region and in the process the restoration work is delayed further. Another monsoon will come, and they will plead that after the monsoon is over it will be taken up. I would request that the restoration work, which has already been ordered by this Ministry, should be taken up immediately in order to relieve the local people of harassment that is being encountered by them for the last six years.

Secondly, for the last fourteen years the people of my constituency have been demanding for a small bridge or culvert which was damaged by flood some 14 years ago. Even though this request was made 13 or 14 years back, the railways have not attended to it so far. This year the railways have agreed to do it. Yet, I do not find any semblance of this work being taken up by the N.F. railway authorities to construct a

culvert near Ghuksodanga station in the N.F. railways. It has already been admitted by the railways that it would be taken up and it would not cost more than Rs. 7 1/2 lakhs to 8 lakhs. This is a small amount which the Railways should take up immediately.

In the last budget session the Railway Minister stated that in the Fifth Plan a gigantic scheme of opening of new railways would be taken up, particularly in the backward regions. When I made certain suggestions to the Railway Minister, he informed me by a letter that "your suggestions would be looked into when the final allocations for the Fifth Plan is known". I understand from the newspaper report that for the opening of new railway lines in the Fifth Plan more than Rs. 130 crores are going to be allocated. I would suggest to the hon. Minister to consider opening a railway line from New Mynaguri to Sitai, which is an absolutely a backwfiard area, as I have clearly mentioned in my letter to him. I hope the hon. Railway Minister will kindly consider this suggestion.

Before I conclude, I would like to say that the previous speaker, though coming from the opposite side, said that the railway construction in Tripura should be considered sympathetically. I fully endorse that request for railway lines in Tripura.

With these words, I support the motion moved by the hon. Railway Minister.

SHRI S. M. BANERJEE (Kanpur):  
Sir, I have to speak on the Interim Report of the Railway Convention Committee, the Supplementary Demands and, last but not the least, the statement made by the hon. Railway Minister, Shri L. N. Mishra.

As far as the recommendations of the Railway Convention Committee are concerned we welcome them. I consider it very valuable report and

I compliment the Committee, including the Chairman, for taking so much pains to submit such a report.

The funds required out of the Railway Plan are Metropolitan Transport Project Rs. 410 crores, new lines and conversion for development purposes Rs. 255 crores and railway captive power stations Rs. 120 crores, coming to a total of Rs. 785 crores. I would like to know from the hon. Minister as to what has happened to the Metropolitan Transport Project. I know that in Calcutta in certain places they dug some areas. But, has the work started after the rainy season? I would like to know when the dream of the people of Calcutta would be realised and when this Metropolitan Transport Project, the ring railway or underground railway in Calcutta will come true. Also, what will happen to the power problem? Now there is tremendous shortage of power. I hope I need not visualize a situation where my brothers die of suffocation in the underground railways for want of electricity for shortage of power. Over-ground, the people can breathe. But what will happen to those who will be underground? So, before taking up this project in hand, an assurance should be given in this House that the power shortage will be properly met.

About opening new lines, I am extremely happy that the Prime Minister, Shrimati Indira Gandhi, the other day, laid a foundation-stone of the Broad-Gauge line, converting the Metre-Gauge into Broad-Gauge, from Delhi to Saharanpur, the Delhi-Shahdra-Saharanpur Light Railways. I am so happy about it. But I am apprehensive that during elections such things are done and I do not want that somebody should remove the foundation-stone after the elections. The foundation-stone must remain there and the work must be completed. I would request the hon. Minister to see that the work is completed.

He will have the blessings and good wishes of lakhs of people who are living in those districts and who have really welcomed the move of the Government of India for converting the Metre-Gauge line into the Broad-Gauge line.

Coming to Supplementary Demands, a sum of Rs. 21 crores has been asked for on account of payment of two instalments of dearness allowance to the Railway employees. That has been paid to them. But what about the third instalment of dearness allowance? No orders have been issued by the Finance Ministry either to the Railway Ministry or to the P&T Department or to any other Ministry about the pay scales of various Classes of employees. I would like the hon. Minister to convene a meeting of all the unions, including the two recognised Federations, to discuss how best the pay scales should be implemented. There is a growing discontent in the country, not only amongst the Railway employees but amongst all the Central Government employees about the shady manner in which the Pay Commission submitted its Report. With all our eloquence we were unable to convince the Government that the Central Government employees are also entitled to have pay scale comparable to those pay scales which are applicable to Public Undertakings.

What happened recently? A minimum wage of Rs. 250 has been given to the employees working in the Heavy Electricals Ltd., Hardwar, whereas the Central Government employees doing the same job practically or even more are getting only Rs. 196, as a minimum wage.

Even the formula of dearness allowance which was suggested by the J.C.M. has not been agreed to by the Government. They have stuck to the old formula which was suggested by the Pay Commission.

As regards neutralisation, cent per cent neutralisation has been granted

[Shri S. M. Banerjee]

to those employees who are drawing up to Rs. 300. But that does not cover Class III employees. With all sincerity and honesty, I should say that the Class III employees, the middle class employees, are the worst hit today. They have to maintain a social status and, at the same time, they suffer because they cannot beg, borrow or steal. Naturally, full neutralisation should be given to all the employees who are in Class III also.

Now, I come to the demands of the Loco staff. My hon. friends who were very angry with us when we raised this issue in the morning wanted us not to raise the issue and some of them even shouted by saying that there are anti-social elements. I am sorry, the hon. Minister for whom I have got the greatest regard used the expression that there are some anti-social elements. Who are the anti-social elements in the country? The wagon breakers, the people who pilfer the corrupt officers who are corrupt to the bone.....

SHRI MADHU LIMAYE: And corrupt Ministers. (*Interruptions*).

SHRI S. M. BANERJEE:.....and, after you catch them, you find, they are still corrupt. Are they not anti-social elements? The definition of corruption in this country has changed. Now a different definition of corruption is given. Who is a corrupt officer? One who takes the money and does the work is not considered corrupt officer, but one who takes the money and does not work is considered corrupt officer. That is the definition of corruption now. I would like to ask the hon. Minister whether these drivers, locomen, firemen, shunters, signallers and others, who are fighting for better emoluments, are corrupt. What did they do during the Chinese aggression? What did they do during the Pakistan aggression? How did they work? And do you call them anti-social?

It is a sad commentary, I say, on the talk of socialism and participation of labour in the management.

The hon. Minister has clearly stated that all the assurances which he gave in August, 1973, have been implemented. In the same breath he has said this also. The decision has been taken to reduce the duty hours from 14 to 10 hours and that is being implemented from 1st December, 1973, but it will take three to four years to be completed. Previously it took seven years. After all, which employee can possibly wait for seven years? These employees are working for 14 hours, 15 hours and even 16 hours. I would ask the Chairman or the Member of the Railway Board, including the Minister, to kindly work as a fireman even for eight hours. It will be impossible for them to work. And these poor people are working for 14 hours. And then they have demanded a reduction to ten hours and when the Minister, after preliminary discussion has conceded the demand and has issued the necessary instructions, who is obstructing the decision now? Is it the Railway Board which is obstructing it? Who is obstructing the decision? I do not come from the family of strikers. But I fail to understand how is it that strike has taken place when the meeting has been fixed for 17th January 1974. Sometime ago, it was confined to Western Railway; now it has come to Northern Railway also. A Statement has been issued by Mr. Sabapathy from Cochin. He has given a 48-hour ultimatum. You may be angry with him for giving this ultimatum. But the question is this. The matter has to be clinched some way. If, during these negotiations, the matter has not been clinched, who is obstructing? I want to know whether the Railway Board is coming in the way, because I know when the Railway Minister assured in this House, there were members in this House who were not happy, who wanted that the Railway Minister should behave like a Shylock and take a pound



of flesh from the locomen. That is why, we want that this meeting be convened at the earliest opportunity, and this decision—reduction to ten hours—should be implemented immediately. The employees have said that it could be implemented within 90 days. Did those people not anticipate that 20,000 or 30,000 more men would be needed for this? Why should they be afraid of this now? Let there be the expenditure of Rs. 38 crores or so. After all, these poor people cannot work indefinitely for 14 hours.

Secondly, I have received a telegram from my hon. friend, Mr. Homi Daji, a former member of this House and the leader of the CPI Group in Madhya Pradesh, that the cases of seven employees in Retlam have not been withdrawn; still they are being proceeded against. It is true that every employee has been taken back while their cases have not been withdrawn. Why should it be left to are State Governments? The State Governments should be asked to withdraw these cases. Why not the suspension be lifted?

15 hrs.

I would like to make three or four suggestions, I would request the hon. Minister to convene a meeting of all the All India Unions, whether recognised or unrecognised—the Federations may not like it, but after all, these unions do matter—during the first week of January and decide what should be the labour policy.....

MR. DEPUTY-SPEAKER: Please do not elaborate. You have made the suggestions. We will be hit by the time.....

SHRI S. M. BANERJEE: This is not Question Hour.

MR. DEPUTY-SPEAKER: I know, but how else can we complete the debate to-day? There are so many others who also want to speak.

SHRI S. M. BANERJEE: Unless you allow me to complete, how can I complete?

The meeting should be convened of all those All India Unions including the two Federations, to decide as to what should be the labour policy and how best there can be a lasting and peaceful solution to this problem.

The second point I want to make is that the 17th January meeting should be convened earlier and any Railway Mazdoor Union should be recognised immediately and the papers are there and then those cases that are still pending may kindly be withdrawn and an assurance should be given. What did happen during the strike time? After the withdrawal, the Divisional Superintendents and other officials fixed a meeting with these union leaders. There were some negotiations but now they have stopped that. That also aggravated the situation. I would, therefore, request the hon. Minister to kindly realise the gravity of the situation and allow a discussion at all levels with all those unions. If there is only one union, one industry and we pass a Bill to that effect, that is a different matter. But, as long as it is not there, I would request the hon. Minister to kindly apply his mind to this.....

MR. DEPUTY-SPEAKER: Shri Raj Deo Singh.....

SHRI S. M. BANERJEE: They are not there. I am speaking on their behalf.

With these words I request the hon. Minister not to consider this as a sort of scoring a victory over us but to kindly see that the situation does not deteriorate and the strike is averted.

श्री अग्रहायण मिश्र (मधुबनी) उपाध्यक्ष  
महोदय मैं रेलवे सप्लीमेंट्री बजट के समर्थन

[श्री जगन्नाथ मिश्र ]

में खड़ा हुआ हूँ । रेलवे मंत्री महोदय बड़े प्रगतिशील हैं और उत्तम विचार के व्यक्ति हैं । जब से उन्होंने यह जिम्मेवारी ली है इस का कार्य संचालन किस चुस्ती, फुर्ती और मुस्तदी से हो इस का ही चिन्तन उन्होंने किया । इस-लिए वे मेरे धन्यवाद के पात्र हैं ।

रेलवे से लोगों को और ग्राम जनता को क्या चाहिए ? उन्हें पर्याप्त मात्रा में गाड़ी मिले, उस का संचालन समय पर हो । इस की चिन्ता मंत्रालय को और सरकार को करनी चाहिए । जो कायम है । लेकिन उस मार्ग में एक बहुत बड़ा प्रश्नचिह्न उभर कर आता है और वह है हड़ताल । इस रेलवे में काफ़ी यूनियन्स हैं, शायद 747 या 743 । उन का एक ही काम होता है कि वे अपनी सुरक्षा की पावन्दी रखें और मुस्तदी से काम करें उन यूनियनों से जो सम्बद्ध दल हैं, या दल के व्यक्ति हैं उन को भी चाहिए कि वे उन्हें प्रेरणा दें कि व काम को ही पूजा मानें, और साथ ही अगर कोई जायज मांग है तो उस पर अवश्य डटे रहें, अड़े रहें । लेकिन उन्हें स्ट्राइक माइण्ड नहीं बना देना चाहिए । अभी गत अगस्त में लोकोमैन की स्ट्राइक हुई उस में इतनी उच्छृंखलता बढ़ गई, अनुशासनहीनता आ गई कि अभी तक इस के संचालन में गहन लगा हुआ है और स्वयं रेलवे मंत्रालय को 12 करोड़ रु० से ज्यादा का घाटा हुआ । और फिर उन्होंने स्ट्राइक को दोहरा दिया तब जब कि उन की मांगें मंजूर कर ली गई हैं और मंत्री महोदय ने सदन में और बाहर बार-बार दोहराया है कि उन की मांगें मंजूर कर ली

गई हैं और उन की पूर्ति हो रही है । फिर यह स्ट्राइक क्यों ? मैं उस स्ट्राइक के समर्थन में बोलने वालों से पूछना चाहता हूँ कि यह स्ट्राइक क्यों ? इस की आवश्यकता क्यों । क्या इसी तरह संचालन होगा ? जब हड़ताल होती है तो यहां बड़ा हंगामा होता है कि कर्मचारियों के साथ यह हुआ, वह हुआ, । लेकिन मैं उन से पूछना चाहता हूँ कि व पीछे लौट कर क्यों नहीं देखते कि स्ट्राइक की क्या आवश्यकता हो गई ? अगर जायज मांग है तो अवश्य आवाज उठायी जानी चाहिए । लेकिन केवल इसी पर लगे रहें और कार्य में गड़बड़ी पैदा करें, इस से काम नहीं चल सकता इस तरह गौर करने पर हमें संतोष होता है कि रेलवे मंत्रालय का काम ठीक है । केवल उसे जनसहयोग चाहिए, नेताओं का सहयोग चाहिए । और इस में कोई खामी और गड़बड़ी नहीं है ।

इस के बाद मैं आप का ध्यान कुछ आवश्यक विषयों की और आकर्षित करना चाहता हूँ और वह यह कि समस्तीपुर डिवीजन की अबादी तीन करोड़ से ज्यादा है और रेलवे नियम के मुताबिक दस लाख की आबादी पर 162 किलोमीटर और रेलव लाइन होनी चाहिये । इस नियम के आधार पर इस रेलवे जोख का हक होता है 4,800 किलोमीटर लाइन का जब कि वहां 2,500 किलोमीटर लाइन है । और जोन्स में 10 से 15 कोचेज की गाड़ियां चलती हैं लेकिन समस्तीपुर में 6 से 8 कोचेज की गाड़ियां चलती हैं । मैं ने पहले कहा कि समस्तीपुर की आबादी घनी है इसलिये वहां यात्रियों को यात्रा करने में कठिनाइयां होती हैं और पर्याप्त जगह उनको नहीं मिलती है । इसलिये मेरी मांग है कि इस

डिवीजन में रेलवे लाइन के बढ़ाने पर मंत्री महोदय ध्यान दें। और इस विषय को ध्यान में रखते हुए मैं उन से कहूंगा कि वह जो बहुत पुरानी मांग है कि झंझारपुर से लुकहा, सकरी से हसनपुर की लाइन के बनने की स्वीकृति प्रदान की जाय और मैं यह भी चाहूंगा कि निर्मली के सरायगंज की जो लाइन ऐवैन्डन्ड बड़ी हुई है उस को रेस्टोर किया जाय। साथ ही समस्तीपुर से दरभंगा जो मीटर गेज लाइन है उस को ब्रोडगेज में परिवर्तित किया जाये।

अब मैं कुछ रेलवे फोट ट्रैफिक के सम्बन्ध में कहना चाहता हूँ। कंसाइनमेंट्स का जो आवागमन होता है उस के लिये समय निर्धारित रहता है लेकिन किस खराबी से कंसाइनमेंट्स को एक जगह से दूसरी जगह जाने में अनावश्यक विलम्ब हो जाता है जिस से सामान की भी चोरी हो जाती है . . . . .

MR. DEPUTY SPEAKER: This will not relate to any of these 3 items. This is not a budget. There are only two supplementary items one is tear-ness allowance and another is certain urgent works. Any other item is outside the scope. Have you read what are the items in the Supplementary Demands.

**श्री जगन्नाथ मिश्र :** इसलिये मेरी मांग है कि रेलवे लाइनों की स्वीकृति दी जाए और जो पुरानी लाइन पड़ी हुई है उस को रेस्टोरेट किया जाये।

These are the two things which are included in the Budget.

**श्री अटल बिहारी वाजपेयी (ग्वालियर) :** उपाध्यक्ष महोदय, इस बात से इन्कार नहीं

किया जा सकता कि रेलों एक गम्भीर वित्तीय संकट में ग्रस्त हैं। लेकिन यह संकट रेलवे ने स्वयं पैदा किया है। रेलों के अलावा सरकार के अन्य मंत्रालय और विभाग भी इस संकट के लिये उत्तरदायी हैं। कभी रेलें लाभ में चला करती थीं। अब रेलें घाटे में चलती हैं। तीसरे दर्जे के मुसाफिरों की क्या दशा होती है इस का वर्णन करने की आवश्यकता नहीं है। लेकिन उसके बावजूद भारतीय रेलें जिन में 4,000 करोड़ रुपया जनता का लगा है मुनाफा देने के बजाय एक घाटे का उद्योग बन कर रह गई है। रेलवे कन्वेंशन कमेटी 197 न, जिस का मैं भी एक सदस्य था, रेलों को कुछ राहत दी। 107 करोड़ 31 लाख रुपया रेलों को प्राप्त हुआ। लेकिन वह रुपया देना ऐसा ही था जैसे एक जेब से निकाल कर दूसरी जेब में पैसा रख दिया जाए। आम राजस्व के लिए रेलों का भाग अगर कम किया जाता है तो उससे कागज पर भले ही रेलवे अपना घाटा कम दिखा सकती है लेकिन देश की कुल मिला कर वित्तीय स्थिति में उनका जो योगदान होना चाहिये वह नहीं कर सकती है।

सब से बड़ी बात यह है कि रेलें जितना माल और जितने मुसाफिर ढोने के लिए अपनी क्षमता का विकास करती हैं न उतना माल उन्हें मिलता है और न ही उतने मुसाफिर। चौथी योजना में रेलों के वित्तीय प्रावधान चार सौ करोड़ था और उसमें 42 करोड़ रुपया बढ़ने वाला है। लेकिन इसके बावजूद 32.5 मिलियन यात्रियों की संख्या में घाटा होने वाला है। मैं चाहता हूँ कि पांचवीं योजना बनाते समय बहुत सावधानी से काम लिया जाए। योजना आयोग कल्पना के लोक में

[श्री अटल बिहारी वाजपेयी]

बिचरण करता है। वह रेल मंत्रालय को मजबूर करता है कि वह यात्रियों और माल के धातायात के अनुमान अधिक लगाए। उसके अनुसार रेलें अपनी क्षमता को बढ़ाती हैं। किन्तु न उतना माल मिलता है और न यात्री। परिणामस्वरूप रेलों को घाटा उठाना पड़ता है। आवश्यकता इस बात की है एक वास्तविकतावादी, यथार्थवादी आकलन किया जाए कि आगामी पांच वर्षों में रेलों की क्षमता कितनी बढ़नी चाहिये और क्या बढ़ी हुई क्षमता के अनुसार रेलें सामान और यात्रियों को ढो सकेंगी ?

अंग्रेजी राज्य में रेलवे बजट अलग से पेश करने का तरीका चला था। भेरी समझ में नहीं आता है कि वह तरीका क्यों आगे चलना चाहिये। या तो हम रेलों का एक एग्रीगोमल कारपोरेशन बना सकते हैं या रेलों को और मंत्रालयों की तरह से देख सकते हैं। लेकिन रेलवे बजट अलग है, रेलवे की कन्वेंशन कमेटी पृथक है यह स्थिति भेरी समझ में नहीं आती है। इस में आमूल परिवर्तन करने की आवश्यकता है।

अभी इस बात की चर्चा हो रही है कि लोको कर्मचारी हड़ताल पर हैं। कोई नहीं चाहेगा कि कर्मचारी हड़ताल पर जाएं, कोई नहीं चाहेगा कि रेल सेवाएं असुतव्यस्त हों। लेकिन मैं यह मानने के लिये तैयार नहीं हूँ कि रेल कर्मचारी मौजूके लिए हड़ताल पर जाते हैं। जिन के सिर पर नौकरी से निकाले जाने की तलवार लटकती है, जिन के सामने

भविष्य प्रश्न वाचक चिन्ह बन कर खड़ा होता है वे केवल किसी के बहकाने या भड़काने से हड़ताल पर नहीं जाया करते हैं। सच्चाई यह है कि अलग अलग श्रेणियों के रेल कर्मचारियों की आज कोई सुनवाई करने वाला नहीं एकक उद्योग में एक यूनियन होनी चाहिये यह सिद्धान्त सर्वमान्य है। अगर आप भी इसको मानते हैं तो रेलवे में दो यूनियनों क्यों हैं ? आप दोनों यूनियनों को समाप्त कर दें। रेलवे कर्मचारियों को इस बात का मौका दें कि वे गुप्त मतदान द्वारा यह प्रकट कर सकें कि वे किस ढंग की यूनियन के साथ अपने को जोड़ना चाहते हैं . . . .

श्री ए० पी० शर्मा (बक्सर) : समाप्त कौन करेगा ?

श्री अटल बिहारी वाजपेयी : जिन्होंने मान्यता दी है वे मान्यता को वापिस भी ले सकते हैं। भाई ० एन० टी० यू० सी० वाला यूनियन आया कैसे ? चोर दरवाजे से ? मंत्री महोदय यह कहते हैं कि हम श्रेणी बद्ध कर्मचारी संघों को मान्यता नहीं दे सकते हैं लेकिन इतना ही कहना पर्याप्त नहीं है। आपको स्वीकार करना होगा कि जो अखिल भारतीय संगठन हैं ये आम रेल कर्मचारियों का प्रतिनिधित्व नहीं करते हैं। रेलों में 27 हजार स्टेजान मास्टर हैं, उनकी शिकायतें कौन सुनेगा।

श्री ए० पी० शर्मा : हम सुनेगे :

श्री अटल बिहारी वाजपेयी : गलत बात है।

रेल मंत्री ने जो आश्वासन लोको कर्मचारियों को दिए थे वे पूरे हुए या नहीं हुए इस का निर्णय कौन करेगा ?

श्री एल० एन० मिश्र : आप कीजिये, आपको मान लेते हैं ।

श्री अटल बिहारी वाजपेयी : विरोधी दलों के नेताओं की बैठक बुलाइये, उनके सामने सारे तथ्य रखिये । लोकों कर्मचारियों के प्रतिनिधित्व को भी बुलाया जा सकता है :

श्री जगन्नाथ मिश्र : जो मंत्री कहते हैं उसको मान लिया जाना चाहिये ।

श्री अटल बिहारी वाजपेयी : वह कोई सत्य के अवतार नहीं हैं ।

कर्मचारियों की कुछ जायज शिकायतें हो सकती हैं . . . . .

SHRI S. M. BANERJEE: Here is a telegram which has just been received from Mr. Sabapathy. It reads thus:

"RAILWAY MINISTRY'S FAILURE TO IMPLEMENT DEMANDS AS PER AUGUST AGREEMENT AND RAILWAY OFFICIALS CONIVANCE WITH RECOGNISED UNIONS RESORTING TO MASS VICTIMISATION A FRESH RESULTED WESTERN AND NORTHERN RAILWAY PRESENT AGITATION PRAY IMMEDIATE INTERVENTION TO IMPLEMENT AGREEMENT...".

MR. DEPUTY-SPEAKER: He could pass it on to the hon. Minister.

SHRI S. M. BANERJEE: It further reads:

"CANCEL ALL VICTIMISATIONS INCLUDING PRESENT AGITATION WITHIN FORTY-EIGHT HOURS IN INTERESTS OF NATION AND INDUSTRIAL PEACE OTHERWISE OTHER RAILWAYS LOCO RUNNING STAFF WILL BE COMPELLED TO JOIN THE AGITATION.

MR. SABHAPATHY PRESIDENT ALL INDIA LOCO RUNNING STAFF ASSOCIATION."

This has just been received and, therefore, I have read it out.

श्री अटल बिहारी वाजपेयी : रेल मंत्रों को इस तथ्य को स्वीकार करना चाहिये कि रेलों में भी उसी प्रकार के कर्मचारी संगठन आवश्यक हैं जिस प्रकार के कर्मचारी संगठन डाक और तार विभाग में हैं, जो केवल फैंडेशन नहीं है, कनफेड्रेशन है, जिस के अन्तर्गत श्रेणीगत कर्मचारी संगठनों को भी मान्यता है । लेकिन कुल मिलाकर एक कनफेड्रेशन से भी सरकार बातचीत करती है । इस तरह की रेलवे में भी आपको ध्ववस्था करनी पड़ेगी । आप इस प्रश्न पर पुनर्विचार करें । यह प्रश्न केवल लोकों कर्मचारियों तक सीमित नहीं है । चाहे वे स्टेशन मास्टर हों, रनिंग स्टाफ के और कर्मचारी हों, लोकों कर्मचारी हों, अखिल भारतीय संगठन यदि उनका प्रतिनिधित्व नहीं करता तो उन में असन्तोष इकट्ठे होता रहता है और कभी न कभी वह प्रकट भी हो जाता है । आपने बड़ी कृपा करके यह कागज हमें भेजे हैं । इस में आप कहते हैं कि कौन जिम्मेदार हैं ? आपने कहा है कि Left adventurism and right reaction जिम्मेदार है । यह कम्युनिस्ट शब्दावलि उधार ले कर मिश्र जी आप रेलों की समस्या हल नहीं कर सकते हैं । आप किसी को गाली दे सकते हैं . .

श्री ए० श्री० शर्मा : बात सही है ।

श्री अटल बिहारी वाजपेयी : मेरा कहना यह है कि इतने संकट को टालने के लिए आपने 17 जनवरी वाली बैठक की जो बात कही है उसको आप भ्राम्य कर सकते हैं । उसको आप

[श्री अटल बिहारी वाजपेयी]

आगे करे। दस घंटे काम के बारे में समझौता होना चाहिये। कर्मचारी संगठनों को आप नेगोसिएटिंग फ़ैसिलिटी न दे तो चैनल आफ कम्प्यूनिकेशन तो दे दें। चैनल आफ कम्प्यूनिकेशन देना मान्यता देना नहीं है। उनकी सनवाई होती है, कोई उनका सुनने वाला नहीं दिल्ली में है, यह कर्मचारियों में भावना पैदा होनी चाहिये। अगर यह भावना पैदा नहीं होगी तो उन्हें गलत रास्ते पर जाने से कोई रोक नहीं सकता है :

अभी उत्तर प्रदेश के वित्त मंत्री ने जो घोषित किया है मैं चाहता हूँ कि रेल मंत्री उसको ध्यान से सुने। उन्होंने कहा है कि कुमायूँ को जोड़ने वाली मीटर गेज लाइन को ब्राडगेज में बदलने का फ़ैसला कर लिया गया है। यह मामला मैंने उस दिन भी अध्यक्ष महोदय की इजाजत से उठाया था। मैंने सप्लीमेंटरी डिमांड्स को देखा है, सारे रेलवे बजट को छान मारा है, लेकिन कहीं भी मुझे इस तरह की लाइन के परिवर्तन के लिए धन की व्यवस्था की गई हो, दिखाई नहीं दिया। मैं जानना चाहता हूँ कि यह कुमायूँ रेलवे मीटर गेज से ब्राडगेज हो रही है इसकी घोषणा उत्तर प्रदेश के वित्त मंत्री ने कैसे की ?

एक माननीय सदस्य : उन्होंने इस की मांग की है।

श्री अटल बिहारी वाजपेयी : उन्होंने मांग नहीं की है ; उन्होंने कहा है : दि यूनियन गवर्नमेंट हैज एक्सपेक्टिड दि प्रोजेक्ट टू कनबर्ट दि मीटरगेज इन्टू ब्राडगेज। मैं चाहूँगा कि रेल मंत्री इस बारे में सफाई दें :

सामरिक महत्व के स्थलों पर बनी हुई रेलवे लाइनों का या तो परिवर्तन किया जा रहा है और या वहाँ नई रेलवे लाइनें बिछाई जा रही हैं। पिछले इलाकों के सम्बन्ध में भी रेल मंत्री विशेष रूप से विचार करते हैं। लेकिन मने सुना है कि जहाँ रेलवे लाइन ग्वालियर से शिवपुरी तक जाती है, जो नेरोगेज है, उस को उखाड़ा जा रहा है। शाहदरा-सहारनपुर रेलवे लाइन को तो, जो बन्द कर दी गई थी और जो छोटी थी, ब्राडगेज किया जा रहा है, क्योंकि उत्तर प्रदेश में चुनाव होने वाले हैं।  
 (व्यवधान) . . . . .

एक माननीय सदस्य : क्या उत्तर प्रदेश में सब काम बन्द कर दिया जाये ?

श्री अटल बिहारी वाजपेयी : उत्तर प्रदेश में नई लाइनें बिछाई जायें उन को ब्राडगेज किया जाये और हमारे यहाँ, मध्य प्रदेश में, उन को उखाड़ा जाये। मंत्री महोदय से मेरा निवेदन है कि उस को ब्राडगेज किया जाये : वह पिछड़ा हुआ इलाका है, उस को आगे जोड़ा जाये। शिवपुरी से गुना तक ब्राडगेज रेलवे लाइन बढ़ाई जा सकती है। ऐसा करने से उस क्षेत्र का विकास हो सकता है।

जब श्री मिश्र ने अभी रेलवे मंत्रालय का भार नहीं सम्भाला था, तो रेलवे बोर्ड ने सिद्धान्ततः यह स्वीकार कर लिया था कि ताज एक्सप्रेस का, जो 11 बजे आगरा पहुंच जाती है और शाम के 7 बजे वहाँ पड़ी रहती है, ग्वालियर और झांसी तक बढ़ा दिया जाये ; मैं रेलवे कनवेंशन कमेटी का मेम्बर था।

श्री बी० पी० मोयं : (हापुड़) : माननीय सदस्य अकेले में मंत्री महोदय से मिल लें।

**श्री भटल बिहारी बाजपेयी :** यह अकेले में मिलने की बात नहीं है। अकेले में ये लोग मिलते हैं। हम तो धामने सामने बात करती हैं।

बम्बई में सेंट्रल रेलवे के मनेजर ने कहा था कि केवल ग्वालियर के प्लेटफार्म की समस्या है, और जैसे ही वह समस्या हल हो जायेगी, हम ताज एक्सप्रेस को वहां तक ले जायेंगे— हम तो उस को झांसी तक ले जाना चाहते हैं। लेकिन मंत्री महोदय ने मेरे पत्र के जवाब में कहा है कि ताज एक्सप्रेस को आगरा से आगे ले जाने का कोई सवाल ही पैदा नहीं होता है, क्योंकि वह विदेशी पर्यटकों के लिए है। वह 11 बजे आगरा पहुंचती है और 7 बजे शाम तक वहीं खड़ी रहती है। क्या यह रेलवे कर्मचारियों और रेल के डिब्बों का समचित उपयोग ? मंत्री महोदय उस को आगे ले जा सकते हैं इस तरह उस क्षेत्र के विकास में भी मदद दे सकते हैं और रोलिंग स्टॉक का पूरा उपयोग भी कर सकते हैं। मैं चाहूंगा कि रेल मंत्री इस बारे में सारे कागजात मंगा कर देखें और इस बारे में पुनर्विचार करें।

**श्री बी० पी० मोर्य (हापुड़) :** उपाध्यक्ष महोदय, जैसा कि अभी माननीय सदस्य, श्री बाजपेयी ने कहा है, राष्ट्र का करीब 4000 करोड़ रुपया हमारी रेलों में लगा हुआ है और लगभग 14 लाख व्यक्ति उन में काम करते हैं। 14 लाख व्यक्ति तो केवल वे हैं जो बारह मास और तीस दिन रेलवे के कर्मचारी हैं। उन के अलावा करीब 32 लाख ऐसे मजदूर हैं, जिन को कैजुअल वर्कर कहा जाता है। रेलवे राष्ट्र का सब से बड़ा पब्लिक सेक्टर अंडरटैकिंग है। करीब

70 लाख व्यक्ति रोजाना रेलों से सफ़र करते हैं और उन में करीब साढ़े पांच लाख टन माल रोजाना ढोया जाता है। जिस संस्थान का इतना बड़ा काम हो, उस में कोई भी आन्दोलन छेड़े जाने से पहले, जिन के हाथ में सत्ता है और जो विरोधी दल में बँटें हुए हैं, उन दोनों को बहुत गंभीरता से इन बातों पर विचार करना चाहिए।

परमपूज्य बाबा साहब डा० अम्बेडकर ने देश के आजाद होते समय कहा था कि अब यह देश अपना है, हम इस देश का निर्माण करना चाहते हैं, हमारी पूरी शक्ति इस देश के निर्माण में लगनी चाहिए, अब हड़तालों और आन्दोलनों पर जितनी रोकथाम लगाई जायेगी, उतना ही देश का विकास हो सकेगा। उन के बंद आज पूरी तरह से खरे उतरते हैं।

शोषित समाज का एक व्यक्ति होने के नाते मैं यह तो कभी नहीं कह सकता हूँ कि आन्दोलनों या हड़तालों पर रोक लगा देनी चाहिए, या कर्मचारियों का हड़ताल करने का अधिकार नहीं होना चाहिए। लेकिन मैं यह निश्चयपूर्वक कहना चाहता हूँ कि जैसा कि गांधी जी ने कहा था, जो सब से पीछे रह गया है, उसका खयाल पहले ले करना चाहिए। श्री बाजपेयी से,—श्री ज्योतिर्मय बसु तो सदन में नहीं हैं, उन के दल के जो सदस्य यहां हैं, उन से भी—मेरा पही कहना है कि जिस समय वे लोको स्टाफ़, ड्राइवरो या फ़ायरमैन की मांगों की बात करते हैं—करनी चाहिए, मैं भी उन के साथ हूँ,—तो क्या कभी सोते-जागते, उठते-बैठते, भूल-चूक से

[श्री बी० पी० मौर] ]

उन को कँजुअल लेबर की मांगों की भी याद आती है । नहीं आती है — इस लिए नहीं आती है कि उन लोगों के हाथ में इतनी शक्ति नहीं है कि वे इस देश के काम को रोक सकें । जिन कर्मचारियों के हाथ में इतनी शक्ति है, विरोधी दल के नेता भी उन के साथ मिल कर देश के काम को रोकने की बात करते हैं ।

**श्री एस० एम० बनर्जी :** हम ने हमेशा कँजुअल लेबर के लिए कोशिश की है ।

**श्री बी० पी० मौर्य :** लेकिन इस सदन में उन के लिए कभी इतनी गर्मी पैदा नहीं हुई है, जितनी ड्राइवरों के लिए पैदा होती है ।

मैं निवेदन करना चाहता हूँ कि रेलव में जो लोग सब से पीछे रह गये हैं, उन की ओर विरोधी दल के नेताओं और सत्तारूढ़ दल का ज्यादा ध्यान जाना चाहिए ।

मैं मानता हूँ कि किसी ऐसे कर्मचारी से चौदह घंटे का काम लेना समझदारी की बात नहीं है, जो आग आग के सामने अपने सीने को जलाता है, जिस की जरा आंख मूंद जाय, तो हज़ारों की जान जा सकती है और लाखों करोड़ों रुपयों का नुकसान हो सकता है । लेकिन विरोधी दल के नेताओं को यह भी स्वीकार करना चाहिए कि चौदह घंटे को घटाने की मांग को अगर किसी ने माना है, तो सब से पहले रेलवे मंत्री, श्री एल० एन० मिश्र ने माना है । मैं भी इस बारे में माननीय सदस्यों

के साथ हूँ । श्री एल० एन० मिश्र ने शायद रेलवे बोर्ड के कहने पर यह बात कही थी कि काम के घंटे कम करने की व्यवस्था को तीन साल में लागू किया जायेगा । मैं इस को ज्यादा समझदारी की बात नहीं मानता हूँ । इसको जितनी जल्दी लागू किया जा सके, लागू करना चाहिये । सत्तारूढ़ दल के सदस्यों से भी मेरी प्रार्थना है कि हम सभी को ऐसा यत्न करना चाहिए, जिस से लोको स्टाफ के लिए दस घंटे के काम की योजना को शीघ्रताशीघ्र लागू किया जा सके ।

स्वयं मंत्री महोदय ने इस सदन में कहा था कि हम भाड़े में 10 सैकड़ों की बढ़ोतरी करेंगे, लेकिन आंकड़ों से मालूम होता है कि अप्रैल से ले कर अक्टूबर तक के महीने पिछले सात महीनों में भाड़ में 46.4 लाख टन की कमी आ गई है । जब दूसरा बजट इस सदन के सामने आयेगा, तो विरोधी दल के नेता और जिम्मेदार सदस्य होने के नाते हम लोग भी, यह जानना चाहेंगे कि यह कमी क्यों हुई है । उस का कारण है हड़ताल । इस लिए हम सब की ताकत इस बात में लगनी चाहिये कि हम जल्दी से जल्दी हड़तालों को रोकें । मैं मानता हूँ कि सरकार के कान छोटे हैं और नाक बड़ा है । उस के कान बड़े और नाक छोटा होना चाहिये । जैसे ही कोई हड़ताल की बात मंत्री महोदय के सामने आये, तो बजाय इसके कि उस को यूरोक्रेसी के हाथ में छोड़ दिया जाये, राजनीति में काम करने वाले मंत्रियों को चाहिये कि वे रेलवे बोर्ड के अधिकारियों को अपने सामने बिठा कर शीघ्रताशीघ्र कोई रास्ता निकाले ।



हम देख रहे हैं कि नैर्गन्तव्यशब्द में कहीं न कहीं कोई कमी आ जाती है और इसी वजह से जो कर्मचारी काम करना चाहता है वह काम करने के बजाये काम से हट जाता है, और वह उतनी तेजी से काम नहीं कर पाता है, जितनी तेजी से उस को काम करना चाहिए ।

मैं बताना चाहता हूँ कि पिछले अगस्त में चौदह दिन की हड़ताल से साढ़े चौदह करोड़ रुपए का नुकसान हुआ था । विशेषज्ञों का कहना है कि जब रेलवे को एक रूपए का नुकसान होता है, तो राष्ट्र को कम से कम दस रुपए का नुकसान होता है ।

**श्री अटल बिहारी वाजपेयी :** वे कौन से विशेषज्ञ हैं ?

**श्री बी० पी० मौर्य :** रेलवे के ही विशेषज्ञों का ऐसा कहना है ।

**श्री अटल बिहारी वाजपेयी :** रेलवे मंत्री ने कागज दिया है उस पर लिखा हुआ होगा ।

**श्री बी० पी० मौर्य :** बहरहाल वह दस रुपया बताते हैं । अगर मुझे वक्त आप दें और इस के लिए दो तीन महीने बैठें तो मेरे ख्याल से इस का खर्चा 25 पये पड़ेगा । यही नहीं, इस से लोग भूखे मर जाते हैं, खाने की चीज एक जगह से दूसरी जगह नहीं पहुंचती, और दूसरी चीजें नहीं पहुंचती, कोयला नहीं पहुंच पाता, पावर हाउस फेल हो जाते हैं, बिजली की कमी आ जाती है, किसान को पानी नहीं मिल पाता है, राष्ट्र का पूरा जीवन थम जाता है । रुपये में उस

नुक्सान को आंकना संभव नहीं होगा । रेल थम जाय तो पूरा राष्ट्र थम जाता है । इसलिए मैं अटल जी से कहना चाहता हूँ, मैं उन के साथ कदम से कदम मिलाने के लिए तैयार हूँ लेकिन इरादा यह होना चाहिए आप का, हमारा और सब का कि हड़ताल कम से कम ऐसे स्थानों पर नहीं होने दें जिस से देश थम जाता है, देश रूक जाता है, देश पीछे जाता है । यही मेरा निवेदन है ।

**श्री अटल बिहारी वाजपेयी :** मैं एक सवाल पूछना चाहता हूँ कि यह हड़ताल के पहले रेलें कोयला क्यों नहीं पहुंचा रही थीं । हड़ताल तो अब हुई है, कोयला पहले क्यों नहीं मिलता था ? उस के लिए रेल जिम्मेदार है ।

**श्री बी० पी० मौर्य :** अटल जी स्वयं विद्वान पुरुष ही नहीं एक विद्वान नेता हैं । वह स्वयं जानते हैं कि एक दफा जब हड़ताल हो जाती है तो उस का असर कितनी देर तक रहता है ? एक दफा आदमी बीमार होता है तो कितनी देर तक उस की कमजोरी रहती है ? जहां तक कोयले का संबंध है रेल मंत्रालय का कहना है कि बैगन की कमी नहीं है, कोयले की कमी है । कोयला खान वालों का कहना है कि यहाँ कोयले की कमी नहीं है, बैगन्स की कमी है । असली बात यह है कि दोनों सही हैं और दोनों गलत हैं । दोनों सही और दोनों गलत क्यों हैं यही कह कर मैं समाप्त करूंगा । पहले यह बड़े बड़े सेठों के हाथ में कोयले की खानें थीं । उस में 30 प्रतिशत

[श्री बी० पी० मौर्य]

कोयले को सेठ कागजों पर दिखाते नहीं थे। ब्लैक में बेचते थे, अब जब सरकार के हाथ में खान आ गई तो वह कागज पर आ गया। कोयला खानों में काम करने वाले कहते हैं और सरकार कहती है कि हम ज्यादा प्रोडक्शन कर रहे हैं। असली बात यह है कि प्रोडक्शन उतना ही है। जो कोयला ब्लैक में जाता था और कागज पर नहीं आता था वह कागज पर आ गया है।

मैं उस में और अधिक न जा कर यही प्रार्थना करना चाहूंगा कि जब कभी भी हमारे विरोधी दल के नेता ड्राइवरों और बड़ी तनख्वाह वालों की बात करें तो उस के साथ साथ रेलवे के कैंजुअल लेबर की भी बात करें। एयर होस्टेस जिस को सोलह सौ रुपये केवल चाय पिलाने के मिलते हैं उस के साथ सिम्पैथी हो जाती है। लेकिन घास खोदने वाला और खेतों पर काम करने वाला जो खेतिहर मजदूर है उस की निम्नम मजदूरी की मांग पूरी नहीं हो पाती। इसलिए मैं इतना ही कहना चाहूंगा कि जो समाज में सब से पीछे रह गए हैं उनको आप ले कर चलें ताकि समाज को और देश को आगे बढ़ा सकें।

इन्हीं शब्दों के साथ मैं यहां जो सिफारिश आई है उनका समर्थन करता हूँ।

15.33 hrs.

[SHRI S. A. KADER in the Chair]

SHRI K. S. CHAVDA (Patan): Mr. Chairman, the railway finances have been in a very bad condition since 1969-70 and at the end of the Fourth Plan the total loss to the railways was of the order of Rs. 200 crores,

inspite of the fact that each year during the Fourth Plan, there was increase in freights and fares and same relief was given by the Railway Convention Committee. It will go from bad to worse during the Fifth Plan as mentioned in the interim report of the Railway Convention Committee which says in recommendation No. 4:

“According to present estimates based on current costing and existing levels of fares and freights, the railways are likely to incur a deficit of Rs. 439 crores at the end of the Fifth Plan.....”

It further says:

“The position might worsen further in case the assumption with regard to freight traffic during the fifth plan fail to materialise and/or the rising trend of prices continues. Further the committee recommend that corrective steps should be taken promptly to avoid these pitfalls.”

What were the reasons for the deficit during the fourth plan? One reason given by the Railway Board was the floods in various parts of the country. It is true that railways suffered heavy losses because of the floods, particularly in Narmada at Broach. Due to this flood, railway services between Bombay and Baroda remained suspended for over a month and heavy losses were incurred by the railway administration. Therefore at this juncture I would request the Railway Minister to press the point before the Prime Minister because the Narmada dispute is now with the Prime Minister and according to reports, she is going to give her award. If the dam at Navgaon is constructed at a height of 530' there will be flood control completely.

More than 15 per cent are ticketless travellers on the Indian railways. If it is at least reduced to 10 per cent, a majority of the losses will be wiped out. But the railway administration is not alive to this pro-

St. re. Strike by Loco Staff

blem. For example, in Rajkot division on the Western Railway, all trains are running without TTEs. That is why there is increase in ticketless travelling. I am sure the same is true of other railways as well. If every train is manned by a TTE, railways will have better revenues because there is some fixed target for every TTE.

The railways are incurring losses on certain strategic lines. In case, God forbid there is a war between India and Pakistan, it would be on the borders of Gujarat and Rajasthan So, I have suggested a link line which will connect Kakosi on the Western Railways with Bhiladi on the Northern Railways. If they were connected, than there will be a direct parallel route to the trunk line between Ahmedabad and Delhi, which will be a shorter route. It will also serve the strategic areas. This demand has been made several times on the floor of this House as well as in the Rajya Sabha, but this request has not been complied with by the Minister, even though this is a very important line.

I am not satisfied with the statement made by the Railway Minister on the strike by the loco staff. Government should take immediate steps to see that the strike is ended.

**SHRI S. R. DAMANI (Sholapur):** Mr. Chairman, I support the Demands for Grants. The demands total Rs. 21,24,06,000. The major demands are Working Expenses—Administration Rs. 3,08,51,000 Working Expenses—Repairs and Maintenance Rs. 8,77,54,000 and Working Expenses—Operating Staff Rs. 7,80,35,000.

It is a fact that the expenditure of the railways is in the increase every year if we see the budget of the last few years. Whether it is repairs, maintenance, administrative staff or maintenance staff, the expenditure is on the increase. On the other hand, coming to the receipt side, the actual

receipt is always less than the estimates. Both passenger traffic and goods traffic are declining.

Because of the increase in expenditure and decline in revenues, the railways have come to a stage where they are not self-sufficient for the last few years. The railways are losing so many crores of rupees every year. This is a very alarming state of affairs and we have to consider this aspect very seriously.

If you go into various reasons, you will find that the major reason for this state of affairs is the growing indiscipline among the railway workers. My hon. friend mentioned how many people are employed and how much work is there. The Railways have got all the resources, the wagons, the passenger coaches, to carry the traffic. But they are not being properly used. Due to indiscipline, they are not running them efficiently. With the result that there is more expenditure. On all the items, the expenditure is more. That is why the hon. Minister has to come before the House for Supplementary Demands to the extent of Rs. 21 crores.

The railway people are well-paid. If you compare with the salaries of other Government employees, they are better paid. The amenities provided to them are also much more than what other people get. Even then, they are not satisfied. The result is that on a small pretext, they want to go on strike. In the last two months or in the last one month, on three occasions, the Loco staff, some of them, have gone on strike. I was very much surprised to see the news-item that has appeared in all the papers. Day before yesterday, some of the representative of the Loco staff wanted to see an officer of the Railways. I want to quote it. It says:

“The lightning strike called by the Loco-running Staff Association is in protest against the authorities’ refusal to meet the representatives

[Shri S. R. Damani]

of the Association to discuss the grievances of the loco-men, a Railway spokesman said."

One of the representatives goes to see an officer, all of a sudden, and, due to certain reasons, if the officer is not in a position to meet him, they go on a strike. That means, the railway staff have no consideration for the public, for the country. Because their representatives could not meet an officer or the officer could not meet them, they immediately went on strike and all the trains, all the traffic, was dislocated. They could have gone to the higher authorities; they could have gone to the Minister who is always available here. But they have no patience. They want to take the country to ransom. I want to know from the hon. Railway Minister how long he is going to tolerate these things.

We have got the Fifth Five Year Plan. We have to implement it. The production is going to increase; the passenger traffic is going to increase. What will happen? If the attitude of the railway staff is like this, if they are not going to cooperate in any way with the authorities, if on a small pretext they want to go on strike, what will happen? How are we going to fulfil the Plan targets? The entire transport is being carried by the railways.

What is the position today? Take, a very important item of coal which is a raw material for the railways, which is a raw material for the thermal plants, for the steel plants and for most of the industries. Two years back, it was not sufficiently available. Now also, it is not sufficiently available. Now there is shortage or insufficiency. That can be checked. They do not want to work. The Railways have cancelled hundreds of trains. Why? Because there is no

coal. All the thermal plants are running with only two days' stock. Today they have got the stock; for tomorrow they do not know whether the stock will be available or not. Coal is being carried by trucks. Naturally it adds to the cost. And who pays? It is the general public who pay for the increased cost. My friends on the Opposite say that they have sympathy for the workers. We have also got sympathies for the workers. But they should work, they should render services for which they are being paid. If there are grievances, these can be discussed. Resorting to strike thereby causing dislocation everywhere is not in the interest of the country. This cannot be tolerated. And if this position continues, then it is better that the Railway Board is wound up. Let them run the Railways as they like. Therefore, we have come to the stage where stern measures have to be taken. The general public is fed up with this kind of strikes, with this kind of disruption. How much inconvenience the general public have had to suffer. If there is no coal, the trains are cancelled. The thermal plants stop working. Such state of affairs should not be tolerated. (*Interruptions*) Everybody has got the right, but they have their responsibilities to the country, to the general public.

I also want to say that the officers who are in charge should consider the situation, and whatever grievances of the workers are there should be settled immediately and not kept pending. They should not sit tight and allow the workers to come to the point when they will go on strike. It is their duty. They should foresee what are the grievances, how they are going to affect, what are the reasonable things, etc., and they should accommodate and settle them quickly.

Take, for example, the Sholapur division which was merged with the South Central Railway, although it

was to merge with the Central Railway. All of a sudden, they changed the decision and merged it with the South Central Railway. Seven or eight years have passed. There have been requests and representations to the officers, to the Chairman of the Railway and also to the Railway Minister. But nothing has happened. These people then went on strike for one month, and the traffic from north to south was disrupted for one month. The Government appointed a Committee of Members of parliament. I was also a member of that Committee. All these representatives of students, teachers, doctors and lawyers who appeared before the Committee said that the decision was wrong and pleaded that it should be merged with the Central Railway. In such cases, Government should take a decision immediately, so that if something wrong has been done, it is rectified quickly.

As I was saying, the workers, on small pretexts, should not held the country to ransom. This cannot be tolerated. I would say that the Minister should be firm. The general public are with him because he has to carry a heavy burden for looking after the transport, the quickest transport system of the country, namely, the Railways. Only I would request the hon. Minister to kindly look into their grievances but to deal with them firmly and he should not be lenient and such kind of tactics should not be tolerated any further.

With these words, I support the Supplementary Demands.

**SHRI A. P. SHARMA (Buxar):** I stand to support these Supplementary Demands for Grants.

**SHRI S. M. BANERJEE:** But the hon. Members is reading the wrong report—the report of the Railway Convention Committee.

**SHRI A. P. SHARMA:** I support also what Mr. Banerjee has just now mentioned.

First of all, I stand to remove certain misunderstandings which have been repeatedly made by learned persons like Vajpayeeji and other friends against the recognised Federations. Vajpayeeji perhaps foregts that these federations became one some time ago and he should also try to read and understand the reasons why they were bifurcated and who was responsible for it.

There are people in this country who accept certain things only when it results to their advantage. That was the only reason. Great leaders like Shri Harihar Nath Shastri and Shri Jaya Prakash Narayan put their heads together—we were also in that came—and they were brought together as one federation. Later on, the National Labour Commission set up a Study Team which also made a recommendation that whereas there will continue to be two federations on the Railways, efforts should be made by their joint working to see that ultimately one federation is brought about.

But I am sorry to say this and I maintain this. Even our learned President, President Giri has also been of the same view that there should be one federation, one union one industry. Then why could not we have it? Is it the fault of the workers?

Vajpayeeji just now demanded that the Government should demolish the two federations, as if the Government has constituted the two federations. That is the difficulty. The Government cannot make a federation nor can they unmake the federation. It is the workers and, therefore, the workers have decided to work jointly and that is how it can be one. Even my friend, Mr. Banerjee who politically differs with me is working with us in the Joint Consultative Machinery. There is no problem....

**SHRI S. M. BANERJEE:** We are disgusted with the JCM.

**SHRI A. P. SHARMA:** You may be disgusted because of your own reasons, but so far as the working of the machinery is concerned there is no difficulty.

My friends talk about one federation. The most important thing that everyone and more so, the hon. Members, should remember is that there is no difficulty so far as workers are concerned. All these problems are created by these politicians....

**SHRI ATAL BIHARI VAJPAYEE:**  
Including Mr. A. P. Sharma.

16 hrs.

**SHRI A. P. SHARMA:** I am not a politician. Mr. S. M. Banerjee is also not a politician. That has been accepted by the Government, by its own admission. We are workers still and we will continue to be workers till we survive. But Atalji is a politician. Therefore, what does happen? All these trade unions that have been constituted and formed in this country are projection of the political parties in the trade union, in the industrial field. I request all of them including my own party members. Let this matter be decided by the workers and politicians should keep their hands off. There should be one trade union and one trade union only in this country. Why is there only one Trade Union in Britain? I have told about this often. Predominantly the British TUC is controlled by the Labour Party in Britain. But the Conservative party never tried to form a rival trade union, rival to the British TUC. But here Mr. Vajpayee runs after ASM Association and some of my friends run after some other categories. It is all right for them to say that some federations have failed to represent the wishes of the associations of the workers. But I wish to make the statement here that so far as the National Federation of Railwaymen is concerned (which I have the honour to represent) we are the first to take up the cause of the loco running staff. As a result of taking up that issue, a tribunal was

appointed under the Chairmanship of Mr. Mian Bhai, retired Chief Justice of Gujarat. The only difficulty is, the Railway Minister and the Railway Board delayed implementation of the Mian Bhai tribunal award. I would like to congratulate Mr. L. N. Mishra the present Railway Minister. Mr. Mishra took a bold step and he did not only implement the recommendation of Mian Bhai tribunal but he even went beyond that recommendation. The Railway Minister agreed that the locomen's hours of duty should be reduced to ten hours, in phases, in four years. The representatives of the loco staff perhaps—I don't accept that they are the sole representatives, but anyway they are now the spokesmen of some of these workers,—said that this can be implemented in 90 days, that is to say, in three months. The Minister says that it will be implemented in four years. But these people say it can be implemented in three months. So far as the Minister is concerned and so far as the Ministry is concerned they have fulfilled the assurance. The assurance was that hours of work will be reduced to ten. That has been accepted in principle. They have taken the necessary steps from the 1st of December, this month, towards the implementation of this decision.

Sir, a rumour or an interested propaganda is made that the National Federation is opposed to this demand of locomen. I want to say with all the emphasis at my command that we have never said like that and this is nothing but a mischievous propaganda by interested parties. We are the people who have supported those demands. Definitely we are not going to support any illegal activities or activities whereby they indulge in violence and lawlessness where they try to intimidate and force the workers to act in a particular way. They talk about the staff. Now, this is a novel thing which we hear in this country. Under the Trade Union Act there is a provision for conducting a strike. But everything is given a go-by. And,

I am sorry, on this point I have differences with the Railway Minister. Why should they recognise a strike in this manner. For a strike a proper strike ballot should be conducted. A 14-days notice should be given. I have not heard of this thing in my whole 30 years of association with the trade union movement. I have never heard that on the transfer of a particular railway employee (may be, that transfer order may be wrong), the whole railway services have been paralysed, I have never seen that Sir.

Some of my political friends, only to fulfil their political aggrandisements only to fulfil their political motives, try to accuse the Railway Minister.

They try to accuse the Government; they try to accuse everybody including the trade unionists and federalists.

This is the position with which we are faced to-day in this country. I am sorry to say so because, we have to decide about this—this House has to decide about this, being a supreme body—as to how to conduct the affairs of this country are going to be conducted in future. Everybody, whenever I travel, comes to me and talks about the workers. I have to hang my head in shame when people say that things cannot move without these railwaymen's cooperation. Who are those people who do this? There are 20 lakhs railway employees in this country who are responsible for this. I am prepared to conduct any ballot or voting on this issue. The railway minister issued a pamphlet wherein he has written as to who suffers; definitely it is the country. The Railway Minister tells them that if the railways run into losses, it is the railway men who are going to suffer; they are not going to gain anything. They have to gain only out of the earnings of the railways. And in this manner, if the work is being disrupted every now and then, it will be the workers who will suffer in the end. I wish good luck to these railwaymen. What we could

not achieve for the last so many years through the constitutional approach, they have been able to achieve that by paralysing the whole railways by only a handful of people—not the majority of the people. And those friends serve only the loco railway workers. Locomen are not the only people who run the Indian railways. They should understand that there are 2 lakhs gangmen—engineering gangmen—my hon. friend, Shri Maurya had already spoken about the casual workers—whose conditions should also be looked into. It is just like in our society whosoever is more powerful, he wants to get more and whosoever is weaker he is not going to get anything. There are two lakhs of engineering gangmen who are working day and night. What about their duty hours? And what about their salaries? What about their emoluments? Is it to be assumed by my comrades that if these two lakhs gangmen do not perform their duty for the Indian Railways, the railways can work? There are, for example, Assistant Station Masters, Station Masters, cabinmen and train examiners in the railways. Can the railways work without them? That is why I say we cannot have a categorical approach; always we should have an industrial approach. And we have to share the benefits amongst the whole class of railway employees.

I am happy that the President of the All India Railwaymen's Federation, Shri George Fernandes has also seen the reason and he has appealed to these people to restrain from such kinds of activities. I was coming in the train to-day and I read in the papers that it was not the loco running staff but it was the locomen who do the maintenance work of the engines. Those who are working in the loco sheds have also given a two days' notice to the Minister that if such and such a demand is not fulfilled they will also go on strike.

Are we going to solve the problem in this country by strikes and lock-

[Shri A. P. Sharma]

outs or are we going to solve our economic problems of this country by producing more and more? If we produce more and more, then only the workers can share the benefits out of it.

Sir, even in the Communist countries like the U.S.S.R. and Yugoslavia, the payment is made on the results of the work done by an employee. (*Interruptions*) I am telling you here that I have made a study and then only I make this point. Therefore, I am telling you that if we, in this country, want to reach the goal that we want, then everybody will have to produce. Then only the question of sharing the benefits will arise. I had an occasion to visit Yugoslavia in the recent months—only a few days back and I asked a pointed question from the employees about their duties and responsibilities. They said in the same words as Mahatma Gandhi said namely, 'those who do not perform their duty, do not have any right.' Therefore the duty has to be performed and the people have to be served. Then and then only the rights can flow. No right can flow without performance of duty. I have taken this opportunity to explain this point, because I want to request my politician friends, especially Shri Vajpayee, to see which way we are going. Are we going to run the railways or are we going to stop the running of the railways? If we stop the running of the railways, whatever may be the problems, are we not going to stop thereby the wheel of progress of this country? This is the problem that my hon. friends should understand. There is no question of fighting between two unions or three unions or whatever number of unions there may be. Anybody who represents the workers has got the good of the workers at heart. Shri Vajpayee also may have the good of the workers at heart....

SHRI ATAL BIHARI VAJPAYEE:  
What does he mean by 'may'?

SHRI A. P. SHARMA: I have also got the good of the workers at heart.

SHRI ATAL BIHARI VAJPAYEE:  
He may also have.

SHRI A. P. SHARMA: But the question is about the methods and means. What method is he going to adopt and what method am I going to adopt? What means are we going to adopt for fulfilling their demands and what means are these friends including Shri Vajpayee going to adopt? Are they going to have political exploitation of the workers? I would request them not to have it, because that will serve neither the interests of the workers nor the interests of the country. I am quite sure that all of us, whether we be on this side or on that side, want to serve the interests of the country in which the workers are also included.

I hope hereafter strikes on the railways would be a forgone thing, and we must work and work and also have our right, and for that purpose we must follow the constitutional method of resolving our disputes and grievances and not indulging in cat-calls and sporadic strikes.

SHRI SOMNATH CHATTERJEE (Burdwan): After hearing the statement of the hon. Minister on the locomen's strike, I wish to say that this is nothing but an atrocious piece of gimmickery. It seems that the Railway Minister is a prisoner in the hands of the Railway Board, if he has at all applied his own mind and that he cannot take decisions on his own. The hostile attitude displayed by the Railway Board towards the problems of the locomen and even when the previous negotiations were going on, is well known.

So far as the two main aspects are concerned, the hon. Minister said that the assurances had been fulfilled in letter and spirit. I do not know why he stressed the words 'letter and spirit'. The question is whether the assuran-



ces which were given had been fulfilled in the manner in which they were intended to be fulfilled.

Let us take the case of victimisation first. A definite assurance was given that there would be no victimisation, there would be withdrawal of cases of victimisation and there would be no dismissal of reversion etc., I have got here with me a memorandum of the All India Loco-running Staff Association, Western Railway, dated 5th December, 1973, which has been submitted to the hon. Minister also which catalogues that even the pending cases and the pending suspension orders and reversions which have not been dealt with. I shall give only one or two instances.

In the Ratlam division there are 77 cases which are pending under the DIR, and those cases have not been withdrawn till today. There are five cases instituted under the Railway Act which are pending in the Baroda division. There are six cases where persons were removed or suspended from duty but have not been reinstated. I do not wish to take the time of the House by cataloguing this, but I find that about fifteen to sixteen heads of victimisation are still going on, which have not been withdrawn. It is very simple for the hon. Minister to assure the House, the country and the locomen. But merely saying 'I have followed it in letter and spirit' will not do. These are particular and concrete cases submitted to the Government by the representatives of these associations. These matters were brought to the notice of the hon. Prime Minister, the Railway Minister and the Labour Minister by very many members of this House repeatedly including Shri Samar Mukerjee and others. I would like to know why instead of making a general statement, these particular cases are not dealt with and answers given point by point as to what is happening in those cases.

During the period the matter was being considered by the Grievances Committee headed by the Deputy Minister of Railways, there have been fresh cases of removals, reversions, suspensions; penal transfers filling of charge-sheets. There has been surrenders of promotions and debarring of promotions even during the time the negotiations have been going on. Even recently 70 employees of Ajmer have not been given the national holiday payment of 15 August. I have got a telegram from Ujjain in which they say that 5 leaders were arrested for taking part in the agitation. These are methods of harassment of staff being deliberately encouraged and adopted obviously vitiating the atmosphere.

No employee wishes to go on strike for the mere pleasure of it. In these days of hardship, nobody has got the funds or resources for launching an agitation or strike. They have been waiting patiently after this agreement was concluded as early as 13 August. But nothing has been done. Six weeks' time was taken to implement the duty hours agreed upon. Now it is being said that six weeks were taken to decide how it is to be implemented. Now they say it will take 3-4 years. The workers are suggesting methods how to achieve it within 90 days. They have given the proposal. One or two or three points raised by the Railway Board in this connection have been dealt with point by point by the railwaymen. They have shown how this can be achieved, how it can be implemented within 90 days. But nothing is being done and they are being asked to work for 14 and 16 hours for four years. By way of sop, some of the employees are being told 'Now your time is being reduced'. But the others will have to suffer for years together. This is an attempt also to create division amongst the workers, to create discontentment among them. This situation has been tolerated for 3½ months.

[Shri Somnath Chatterjee]

But nothing has been done. Why do you blame the workers? What have they been done to be called 'anti-social'? If anti-socials have to be tackled, there are methods of doing so. Let them start with the Railway Board first. I cannot imagine the Government of India, which should be the ideal employer, today castigating its employees who have genuine grievances in respect of which a solemn agreement has been entered into which is not being implemented while they are being characterised as 'anti-social'. Obviously, the Minister was reading out a statement prepared by the Railway Board. Although he read it out, if he agrees with it, I am very sorry to say that it shows with what attitude the Government is trying to tackle the problem. You call the employees who are agitating for their well-recognised demands as 'anti-social'.

Therefore these are matters which should be looked into. Merely abusing railwaymen, merely trying to paint a picture that they have taken up an unpatriotic attitude will not solve the problem.

I would like to bring to the notice of the House another thing. It has been stated in the memorandum submitted to the hon. Minister that during the time the negotiations have been going on and the Grievances Committee has been deliberating, the Railway Board has taken some steps, some of which I would read out. One is granting of cash rewards to non-strikers and giving them undue facilities in order to create a group of 'permanent Dalals' though many loco running staff have refused to be duped by these measures. They are trying to win over some by giving a sort of incentive payment.

Then they are trying to create division among the loco-running staff by

various measures; encouraging officers at the lower levels to refuse to accept memorandum and settle issues thus forcing stoppages of work at various centres; they are ordering fresh victimization. I have already indicated with some facts and figures that the situation in the eastern Railway has become very grave and although the Deputy Minister was asked to discuss this matter, it is kept pending and is hanging fire.

You know that it is recognised that so far as the loco staff are concerned, their hours of duty should not exceed ordinarily eight hours, but they have agreed to 10 hours. But that is not being implemented. The Rajadhya-ksha Award, which is an old award, nearly recognised the position. But it has never been implemented, what is being done, on the other hand, is that more and more victimisation is being effected.

I request the hon. Minister, do not try to be swayed by the advice you get from the Railway Board whose hostility is well known. You should look into the matter. Do not go by mere general assurances given by the Railway Board. We want that the House should be satisfied and also the people of this country as to why you cannot implement the agreement within 90 days or even four or five months, if you are already agreed about it as early as in August, 1973.

Therefore, no rational or reasonable explanation has been given why the matter has been allowed to drift in this fashion, forcing the employees to go on an agitation which they have got themselves into for the purpose of the redressal of their grievances.

प्रो० नारायण चन्द पाराशर ( हमीरपुर ) : महापति महोदय, मैं रेलवे मंत्री द्वारा प्रस्तुत पूरक मांगों, और रेलवे कन्वेंशन कमेटी की सिफारिशों, के समर्थन में बोलने के लिए खड़ा हुआ हूँ ।

रेलवे कनवेंशन कमेटी की सिफारिशों को पढ़ने से यह जाहिर होता है कि यह रेलवे के फ़िनांसिज के बारे में काफ़ी चिन्तित है और इस संबंध में उसकी 76वीं रीकमेंडेशन काफ़ी इम्पोर्टेंट है, जिस में कहा गया है कि रेलवे फ़िनांसिज को दृष्टि में रखते हुए, जेनेरल रेवेन्यू से जो लोन वगैरह रेलवे डेवेलपमेंट फंड को दिए जाते रहे हैं, वे दिये जाते रहने चाहिए। 81वीं सिफारिश में रेलवे कनवेंशन कमेटी ने पिछड़े हुए इलाकों में नई रेलवे लाइनें बिछाने की तरफ़ सरकार का ध्यान दिलाया है और कहा है कि सरकार इस बारे में मुनासिब शीर करें।

इस सिलसिले में मैं रेल मंत्री का ध्यान अपनी स्टेट की ओर दिलाना चाहता हूँ। देश के लगभग सभी राज्यों के पचास संसद्-सदस्यों ने वहां पर नंगल से तलवाड़ा तक की एक बहुत ही महत्वपूर्ण रेलवे लाइन बिछाने का प्रस्ताव सरकार के सामने रखा था। यदि मंत्री महोदय समझते हैं कि इसमें खर्चा बहुत ज्यादा है, तो मैं उन से आग्रह करूंगा कि वह उस रेलवे लाइन को दो हिस्सों में बांट कर उस के निर्माण की स्वीकृति दें। पहले फ़ेज में नंगल से पचास किलोमीटर तक की रेलवे लाइन को तो भी अभी बना दिया जाये, और बाकी को बाद में हाथ में ले लिया जाये। इस तरह दो फ़ेजिज में इस रेलवे लाइन को मुकम्मल कर दिया जाये।

मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि जब तक वह सारे देश को सुविधायें उपलब्ध नहीं करा सकेंगे, तब तक

सारे देश का संतुलित विकास नहीं हो सकेगा। यह बहुत ही महत्वपूर्ण है कि जहां हम पिछड़े वर्गों के उत्थान के लिये कार्य करें, वहां हम पिछड़े प्रदेशों के विकास के लिए भी प्रयत्न करें। जब तक किसी क्षेत्र में रेलवे लाइन नहीं पहुंच जाती है, तब तक उस का कोई भी विकास नहीं हो सकता है। जब तक किसी इलाके में रेलवे लाइन नहीं पहुंचाई जाती है, तब तक यह कहना ठीक मालूम नहीं होता है कि वह इलाका इसलिए तरक्की नहीं कर सका कि वहां पर साधन कम हैं। मैं रेल मंत्री जी से, जो बहुत प्रगतिशील हैं, यह प्रार्थना करूंगा कि वह हिमाचल प्रदेश की ओर ध्यान दें और कम से कम नंगल से पचास किलोमीटर की रेलवे लाइन आउट-आफ़ टर्न एलाट करें उस प्रदेश के लिए, जहां प्रकृति के अग्राह भंडार हैं, लेकिन जहां अभी तक कुछ नहीं हो सका है, क्योंकि किसी भी रेल मंत्री का ध्यान उधर नहीं गया है। अगर आज तक के रेल मंत्रियों ने उधर ध्यान नहीं दिया है, तो यह और भी कारण है कि श्री मिश्र उधर ध्यान दें और यह देखें कि जो लोग अपने परिवारों का पालन करने के लिए, या दूसरे कामों को करने के लिए अधिकतर सेना में अपना सारा जीवन व्यतीत करते हैं, उन को कुछ सुविधा मिले।

जैसा कि मैंने प्रारम्भ में कहा है, मैं रेलवे की पूरक मांगों का समर्थन करता हूँ। उनमें नई लाइनों के लिए चौदह लाख रुपये का प्रावधान किया गया है। मैं उस का भी हार्दिक समर्थन करता हूँ। इस

[श्री० नारायण चन्द पाराशर]

वक्त पार्लियामेंट के सामने सब से ज्यादा गौरतलब अमर स्ट्राइक के बारे में है। इस सिलसिले में मैं मुकेरियां की बात सोचता हूँ, जहाँ पर रेलवे मिनिस्टर गये और स्टेशन पर उन लोगों की स्मृति में एक प्लेट लगाई, जिन्होंने राष्ट्र पर आक्रमण के दौरान बड़ी तत्परता और कर्तव्यपरायणता से अपना जीवन निछावर कर के भी, देश की रक्षा की और जो पाकिस्तान की सरहद तक गाड़ियां ले जाते रहे।

मैं रेलवे कर्मचारियों से पूछना चाहता हूँ कि ठीक है, उन की बहुत दिक्कतें होंगी, लेकिन जब देश की एयरलाइन्स की स्ट्राइक हो रही है, जब देश की अर्थ-व्यवस्था एक बहुत भयंकर दौर से गुजर रही है, जब देश को अभूतपूर्व आन्तरिक समस्याओं का सामना करना पड़ रहा है, तब क्या यही समय है कि वे इस तरह स्ट्राइक पर चले जायें। अगर हमने देश के लिए सोचना है, तो यह जरूरी नहीं है कि चीन या पाकिस्तान के हमला करने पर ही हम देश के लिए सोचें। जब देश के सरमायादार उस को लूटने के प्रयत्न में लगे हुए हैं, जब देश की कृषि शक्ति सीमा के सवाल पर, बाईर एलाइनमेंट के सवाल पर, दंगे करवा रही हैं, और इस कारण जगह जगह पर करप्यू लगाना पड़ रहा है, उस वक्त भी यह जरूरी है कि रेलवे कर्मचारी उसी शौर्य, बलिदान और त्याग का सुबूत दें, जो उन्होंने युद्ध के दौरान दिया था, क्योंकि देश की रक्षा बाहर से भी जरूरी है और अन्दर से भी जरूरी है।

माननीय सदस्य, श्री ए० पी० शर्मा ने, जो रेलवे के एक बहुत बड़े ट्रेड यूनियन लीडर हैं, कहा है कि स्ट्राइक के लिए इतने समय का नोटिस दिया जाता है। मेरी भी रेलवे कर्मचारियों से थोड़ा बहुत सम्बंध रहा है। मैं भी समझता हूँ कि हो सकता है कि उनकी मांगें बहुत जायज हों—इस में कोई शक की गुंजायश नहीं है—, और मैं यह भी मानने के लिए तैयार हूँ कि रेलवे के उच्चाधिकारी शायद वर्कर्स को दवाने के लिए रेल मंत्री जी की उदार नीति में थोड़ा सा व्यवधान डालने की कोशिश करते हों, अगर्चे मैं इस से पूर्णतया सहमत नहीं हूँ लेकिन फिर भी मैं रेलवे कर्मचारियों से अपील करना चाहता हूँ कि वे यह देखें कि क्या पुराने सभी रेल मंत्रियों की तुलना में वर्तमान रेल मंत्री ने उन के साथ ज्यादा सहानुभूति का सुबूत नहीं दिया है। मंत्री महोदय ने यह माना है कि काम के घंटों को चौदह से घटा कर दस कर दिया जाये। और मैं मंत्री महोदय से भी यह अनुरोध करूंगा कि वह वर्कर्स के सुझावों पर फिर से गौर करें, और जहाँ तक हो सके, काम के घंटे घटाने की योजना को ज़ागू करने के लिए चार साल की जो अवधि निश्चित की गई है, उस को घटा दें।

लेकिन इस के साथ साथ रेलवे कर्मचारियों का भी यह उत्तरदायित्व और रिस्पॉसिबिलिटी हो जाती है कि वे इस बात को समझें कि जब एक तरफ दक्षिण में, उत्तर प्रदेश में, और देश के अन्य राज्यों में दंगे हो रहे हैं, और दूसरी तरफ हवाई जहाज नहीं चल रहे

हैं, सामान्य जीवन अस्त-व्यस्त हो गया है, तब ऐसी स्थिति में क्या यह देशभक्ति का सुबूत है कि व 48 घंटे का नोटिस देकर स्ट्राइक पर चले जायें। क्या यह देशभक्ति है कि वे कहें कि खूँ कि हमारी भांगों को नहीं माना गया है, इसलिए हम देश की सारी अर्थ-व्यवस्था को अस्त-व्यस्त कर देंगे ?

इस में एक महत्वपूर्ण प्रश्न यह है कि क्या रेलवे कर्मचारी यह बात सोच नहीं पा रहे हैं। मैं समझता हूँ कि रेलवे कर्मचारियों में एक बहुत बड़ा वर्ग ऐसा है, जिस को इस देश से प्यार है, जिस को इस देश की निर्धन जनता से प्यार है, जिस को इस देश की उन्नत जनता से प्यार है, जिस को प्यार है उस भूखे मरते हुए इंसान से, जिस के लिए शायद रेलवे की गाड़ी घनाज ले जाये। जहाँ मैं रेल मंत्री जी से यह अनुरोध करूँगा कि जहाँ तक हो सके, वे कर्मचारियों के व्य-पायंट को समझने का प्रयत्न करें; अगर रेलवे कर्म-चारियों ने उन के सामने कोई बात रखी है, तो आखिर वे भी भारत के निवासी हैं, और इस लिए उन का दृष्टिकोण भी समझा जाना चाहिए, वहाँ रेलवे कर्मचारियों को भी मंत्री महोदय की दिक्कतों को समझना चाहिए। उन्हें यह भी याद रखना चाहिये कि राष्ट्रपति जी जैसे महान व्यक्ति रेलवे की ट्रेड यूनियन मूवमेंट में से हो कर गुजरे हैं और रेलवे कर्मचारियों के लिए यह एक गौरव की बात है। इसलिए ऐसे राष्ट्रपति के समय में, जो रेलवे की ट्रेड यूनियन मूवमेंट से सम्बन्धित रहे हैं वे ऐसा कोई पग न उटायें, जिस से रेलवे की ट्रेड यूनियन मूवमेंट को धक्का लगे, और देश

के लोगों, और विदेशियों को भी, यह कहने का मौका मिले कि जब सारा देश नाहि-नाहि कर रहा था, जब एयरलाइन्स पर लाक-आउट था, जब देश में दंगे हो रहे थे, तो रेलवे कर्मचारियों ने अपनी ओर से देश को एक धक्का और दिया।

मैं मुकेशियाँ की मिसाल को फिर दोहराते हुए हुए रेलवे के एम्पलाईज से उन बीरों के नाम पर अंगील करना चाहता हूँ, जिन्होंने अपना खून पसीना देकर भी इंजिन को चालू रखा। आज तो खून देने की जरूरत नहीं है। आज वे अपना पसीना बहा कर रेलवे के इंजिन को चालू रखें, ताकि देश में कोई भी आदमी भूख या प्यास से न मरे।

SHRI P. G. MAVALANKAR (Ahmedabad): While I rise to speak on the Resolution seeking approval for certain recommendations made by the Railway Convention Committee and also on the supplementary demands for grants of the Railways, I wish to draw the attention of the House to some of the important point covered in the Report of the Convention Committee. In para 76, the committee have clearly mentioned the unsatisfactory state of railway finance. In conclusion, in para 80, they say:

"The railways are likely to incur a deficit of as much as Rs. 167 crores during the fourth plan, whereas the original anticipation was for a surplus of Rs. 119 crores."

In spite of all these difficulties, in para 81 they have said:

"The committee are also aware of a persistent demand being voiced in Parliament and outside for provision of railway facilities in backward areas including conversion

[Shri P. G. Mavalankar]

schemes in the interest of development. The railways have also been pressing their request for relief on account of the social burdens that they have to bear in providing transport in public interest even when it is uneconomic."

So, this is a very difficult situation and the railway minister is on the horns of a dilemma. On the one hand you have additional loss due to a variety of factors including strikes, destroying of railway property which becomes the target of demonstrators, etc. On the other hand, the very people who are demonstrating want new railway lines in backward areas, even if it is uneconomic. While I appreciate the dilemma of the hon. minister, I suggest that railways, being a national organisation, need to be looked at from a certain national outlook. You should not take a partisan attitude. I appeal to my friends on this side of the House not to look at railways from a narrow political angle. We should look at it from the angle of the benefit to society as a whole. If the fault is with government, by all means let us criticise the government. But basically, it is wrong to look at it from a narrow party angle. We must look at it from a national angle.

The time has already come when we should be thinking on the lines of merging the railways with the general administration of the Government. We have two budgets in February every year—railway budget and general budget. Why should we continue this old British legacy after 27 years of independence? How long shall we keep the railways as a separate identity from the rest of Government? With this separate identity of the railways are involved certain problems including loco strike etc. The railway management have been looking at the problem from a special

bureaucratic angle. This House has repeatedly said that Railway Board needs to be very radically reoriented. It is a white elephant, a legacy of the old colonial administration. The bureaucratic behaviour which the Railway Board suggests is not in tune with the changed circumstances. You cannot tell the railway employees, "You cannot do this because you are citizens of the country" and at the same time behave with them as if they are under some big bureaucratic machinery. I endorse the appeal made by Prof. Parashar to the employees, but if you really want them to feel that they are a part and parcel of national development and they have a sense of involvement, you must take them into greater confidence. As long as the white elephant and separate identity are there, I am afraid railways will be continuously faced with the kind of problems with which unfortunately they are faced today. I am very glad that the Minister has come out with an Appropriation Bill in which he has mentioned a sum of money, though small, for staff welfare. I hope he will go more and more in this right direction because, unless the amenities and facilities for the staff are properly looked after, we cannot expect them to work for the welfare of the country.

I am very happy that a sum is provided under item No. 14 for the construction of new lines. We have been assured in this House that the railways will take up the construction of many new lines, like the Konkan railways, which Shri Dandavate had been demanding. We from Gujarat had been demanding for a long time the construction of Bhavnagar-Tarapore and Kapadwanaj-Madras line in the Sabarkantha district. Then, the Ahmedabad-Ajmer-Delhi metre gauge should be converted into broad-gauge and it should be extended to Kandla in Kutch.

It is good that the railways are spending a lot of attention and money, more of attention than money, on new lines. It is a good thing. It only means that in the short term period you must see which are the areas in which you can legitimately make economy in terms of operational cost. Now there are certain railways which are running on uneconomic lines while there are some other lines which, if taken up, can give good revenue. Today there are thousands and thousands of people from U.P., Bihar, Bengal, Madhya Pradesh and Punjab who are living in Ahmedabad and other parts of Gujarat. If they want to go to their native places, they have to go by the metre-gauge to Delhi and from there they have to change to the broad gauge line, which is certainly a much longer route. Suppose there is a direct line connecting Ahmedabad with Kanpur, Allahabad and Varanasi, it will help these people to go home by a shorter route. Shri Vajpayee said a little earlier that Government are doing certain things in U.P. only because of the elections. If that is so, let us have more elections in every State so that at least in the name of the elections the people will get some facilities. In the case of this route also, since it is being connected to some towns in Uttar Pradesh I hope the Minister will kindly look into it early. If there is a shorter route, more people will go to their native places more frequently and the railways will earn more, apart from providing some facility to the people.

Finally, coming to the strike by the loco staff, there have been strikes in Kankaria, Baroda, Ratlam and other places because of which the atmosphere is vitiated. Even though some assurances are given, somehow they are not honoured by the Government justly, speedily and sanely. I appeal to the Railway Minister to make efforts to end this strike at an early date in the interests of the nation.

The Minister should see that the railway employees perform their duties in the interests of the economy of the nation so that while the general traffic is not effected, the economy of the country is also not disturbed.

**श्री सिक्कनाथ सिंह (भुंझनू) :** सभापति जी, रेलवे की सप्लीमेंट्री डिमांड्स का समर्थन करते हुए दो तीन बातों में मंत्री महोदय से निवेदन करना चाहूंगा और चाहूंगा कि वह रेलवे प्रशासन में थोड़ा सा सुधार लायें। सदन में जो कुछ सुझाव आते हैं उनको कम से कम एक्सपेरिमेंटल तौर पर तो मान लें। उनमें कहां घाटा या बढ़ोतरी आती है वह मिर्क रेलवे एम्प्लाइज पर न छोड़ें।

मेरी कांस्टीट्यूएंसि से सीकर से दिल्ली तक एक थर्ड क्लास का कोच आता है। जब कभी भी दिल्ली जंक्शन पर आप जायेंगे तो देखेंगे कि 50 आदमियों के लिए सिटिंग और स्लीपिंग स्पेस होती है, उसमें डेढ़ सौ, दो सौ आदमी एक दूसरे पर जाकर पड़ते हैं। हमारे जिलों से भेड़ काटने के लिए दिल्ली में लाते हैं, उनको उससे ज्यादा आराम से लाते हैं, लेकिन मनुष्य जो यहां से जाते हैं वह किस तकलीफ में जाते हैं यह आप देख सकते हैं। कभी भी आप अपने किसी अधिकारी को एक दिन एयोराइज करिए, वह जाकर रेलवे स्टेशन पर देखे कि क्या हालत होती है, जो मैं कह रहा हूं वह फिगर गलत आती है या सही। क्या उसमें जितने आदमी चढ़ते हैं उनके लिए स्पेस होती है उसको देख सकते हैं।

हम रेलवे पर रिजर्जेशन के लिये जाते हैं, वे कहते हैं कि जगह नहीं है, लेकिन सब के सब चार्ट मीके पर भरे जाते हैं, 2-4-10 रूपए देकर जगह मिल जाती है। मैं तो आप से फिर यही निवेदन करूंगा कि दिल्ली से सीकर के लिए एक कीच अवश्य अधिक लगायें।

[श्री शिव नाथ सिंह]

मैंने पहले भी आप से निवेदन किया था कि शेखावाटी और उस के आस पास के क्षेत्र के बहुत से लोग अहमदाबाद रहते हैं। एक जनता गाड़ी रींगस से पास होती है, मैं चाहता हूँ कि उसमें रींगस अहमदाबाद के लिए एक कोच लगा दें ताकि जो बहूत से वर्कर्स अहमदाबाद में काम करते हैं, उनके लिये सहूलियत हो जाए।

अपने इलाके की कुछ बातें कहने के बाद अब मैं रेलवे प्रशासन के सम्बन्ध में कुछ कहना चाहता हूँ। मेरे ख्याल से रेलवे के प्रशासन को मैं प्रशासन नहीं कह सकता। आज देश में इस प्रकार की स्थिति पैदा हो गई है कि कोई भी नागरिक जब घर से निकलता है, तो वह नहीं सोच सकता कि वह अगले स्थान पर समय पर पहुंच जायेगा। आज तरह तरह की स्ट्राइक्स चल रही हैं, कभी लोकोमॉन की स्ट्राइक चलती है कभी लोको रनिंग स्टाफ की स्ट्राइक चलती है कभी दूसरी स्ट्राइक चलती है। ये स्ट्राइक्स वर्कर्स करते हैं और वर्कर्स के नेता उनका वोट लेने के लिए करवाते हैं। मेरे दाईं तरफ के साथी शायद मेरी बात से असन्तुष्ट हों, लेकिन यह सही है कि इस में उनका बहुत बड़ा हाथ है, लेकिन इसमें रेलवे मंत्री जी का प्रशासन भी दोषी है। वे स्ट्राइक के बाद किसी एक्शन की घोषणा करते हैं, लेकिन इल्लीगल स्ट्राइक होने के बाद भी वे उनको रियायत देते चले जाते हैं जिससे उनका उत्साह बढ़ जाता है। पिछली अगस्त में स्ट्राइक हुई थी, उस वक्त उन्होंने घोषणा की थी कि जो लोग गलत एक्टिविटीज में हिस्सा लेंगे, इल्लीगल स्ट्राइक में हिस्सा लेंगे उन के खिलाफ स्ट्रांग एक्शन लिया जायेगा। लेकिन बाद में आप ने अपने स्टेटमेंट में बताया कि सबको एक्जोनरेट कर दिया। या तो आप कोई एक्शन न लें, न घोषणा करें, यदि लेते हैं तो फिर उसको न रोकिए, जो उचित कार्यवाही है वह अवश्य की जानी

चाहिए। आप की इस प्रकार की नीति से वे समझते हैं कि इससे हमारा क्या बिगड़ता है, चाहे एक महीने का स्ट्राइक का नोटिस हो, चाहे 14 दिन का स्ट्राइक नोटिस हो, चाहे दो घंटे का स्ट्राइक नोटिस हो, उनका कुछ भी बिगड़ने वाला नहीं है।

जोधपुर-बीकानेर मेल हमारे क्षेत्र से गुजरती है, जोधपुर से चली और रिवाड़ी तक आ गई, लेकिन रिवाड़ी तक आने के बाद उन्होंने कह दिया कि हम तो स्ट्राइक पर चले गये—अब आप बताइए जो हजारों भादमी उसमें बैठे हुए हैं, वे कहाँ जायें? वे कहते हैं कि हम से 14 घंटे के बजाय 10 घंटे काम लो—मैं उनके प्रतिनिधियों से कहना चाहता हूँ—आज देश में आप लोग ही नहीं हैं। क्या आप यह चाहते हैं कि रेलवे विभाग में जो धामदनी हो, वह वर्कर्स खा जाएं और जो सुधारने के काम हैं, नई लाइनों के काम हैं, फीसिलिटी के काम हैं वह जनता से टैक्स लगाकर लायें। आप इस बात को भी देखें कि सिर्फ आप ही 10-12 घंटे काम नहीं करते, देश की बहुत बड़ी जनसंख्या, आज पचास करोड़ भादमी ऐसे हैं जो 18-16 घंटे काम करते हैं। आप उस किसान की तरफ देखिए जो दिन रात सांप, बिच्छू से लड़ता रहता है, अन्धरे में काम करता है, क्या आप उसके लिए नहीं सोचते कि उसके काम करने के घंटे भी कम होने चाहियें। उसको इतना काम करने के बाद क्या मिलता है और आप को क्या मिलता है। मैं आप से निवेदन करना चाहता हूँ कि इस प्रकार की भीषण पीपुलैरिटी के लिए उनको सहयोग मत दीजिए, देश हित को दृष्टि में रख कर काम कीजिए।

रेलवे में आप किस प्रकार का ट्रेडीशन डालना चाहते हैं। जब भी रेलवे में स्ट्राइक होने की आशंका दिखाई दे आप के आफसरों की जिम्मेदारी होनी चाहिये, वे आप को गाइड करें, उसके बाद वर्कर्स के साथ बैठ कर



बातचीत करें और फैसला करें। फैसला होने के बाद उसका पूरा इम्प्लीमेंटेशन होना चाहिये। फैसला होने के बाद यदि उसका इम्प्लीमेंटेशन नहीं होता है, किसी भी साइड से वह ब्रेक होता है तब आप स्ट्रांग से स्ट्रांग एक्शन लें, जब तक आप सख्ती से कार्यवाही नहीं करेंगे तब तक कुछ नहीं होगा।

रेलवे आज देश का सब से बड़ा अन्डर-टॉकिंग है, जिस पर देश का जीवन निर्भर करता है। जहाँ तक आने जाने का सवाल है, अनाज और दूसरे सामान लाने लेजाने का सवाल है। डिफेंस की दृष्टि से, इस का बहुत महत्वपूर्ण स्थान है। उस में यदि 40-50 आदमी स्ट्राइक पर चले जायें तो सारा यातायात ठप्प हो जाता है, एक संकट की स्थिति पैदा हो जाती है। आज आप सदन को विश्वास दिलाइये कि रेलवे का प्रशासन ठीक होगा, जो आदमी अपने घर से निकलता है अपने डेस्टीनेशन पर सुरक्षित पहुँच जायेगा। जो लोग चाहे किसी भी पार्टी के सपोर्टर हों, लेकिन जिन्होंने इल्लीगल एक्टिविटीज में भाग लिया है, उन के खिलाफ सख्त से सख्त कार्यवाही की जायेगी। अगर आप ऐसे लोगों के खिलाफ सख्त कार्यवाही करने के लिए तैयार होंगे, तब इस का अच्छा रिजल्ट निकल सकता है, इसका असर देश की दूसरी अन्डर-टॉकिंग पर भी पड़ेगा, देश के सामने वह एक मिसाल होगा और फिर आइन्दा कोई भी इल्लीगल एक्टिविटीज की तरफ नहीं जायेगा। प्रशासन को स्ट्रॉन्ग रखिए, इल्लीगल एक्टिविटीज में भाग लेने वालों को तनिक भी प्रोत्साहन मत दीजिए।

**श्री भागीरथ शंकर (झाबुआ) :** माननीय सभापति महोदय, रेलवे के पूरक बजट की चर्चा करते हुए सब से पहले मैं इस बात का उल्लेख करना चाहूँगा कि देश में हड़तालों का तांता लगा हुआ है और इस सदन में जब उन हड़तालों की चर्चा होती है तो शासक दल तथा विरोधी दल दोनों की ओर से अलग अलग दलीलें दी जाती हैं। अभी मैंने कई

माननीय सदस्यों के भाषण सुने, जिसमें उन्होंने रेल कर्मचारियों की मांगों का उल्लेख किया। शासक दल की ओर से जो दलीलें दी गई हैं उन में कहा गया है कि उन की जो भी मांगें थीं, उन को पूरा कर दिया गया है, उन की अब कोई मांग बाकी नहीं है। लेकिन कर्मचारियों की ओर से कहा जाता है कि हमारी मांगें नहीं मानी जातीं और कई ऐसी मांगें हैं जो सामान्य मांगें हैं।

पिछले अगस्त में जब हड़ताल हुई थी उस के दौरान कर्मचारियों की कुछ मांगें सामने आई थीं—जैसे कुछ को मोअ्रतिल किया गया था, कुछ को तवादला किया गया था, कुछ कर्मचारियों पर किये गये कैंसेज को वापस लेना था ऐसे कई प्रकरण थे जो शासन के विचाराधीन थे, उनको वापस नहीं किया गया। लेकिन रेल मंत्री जी का कहना है कि सब प्रकरणों को तय कर दिया गया है। मेरे पास रतलाम के लोको स्टाफ, लोको रनिंगस्टाफ के ऐसोसिएशन की तरफ से एक पत्र आया है, मैं उमे मंत्री जी के पास भेजूँगा। जिस में उन्होंने उल्लेख किया है कि जो मांगें रखी गयी थीं और जिन के लिए शासन ने आश्वासन दिया था, कुछ निर्णय भी लिये थे, लेकिन उन पर अमल नहीं हुआ है—इस लिये यह हड़ताल की जा रही है। मैं मंत्री जी से कहना चाहूँगा कि बहुत सी छोटी छोटी बातें होती हैं, मामूली बातें होती हैं जिन को डिविजनल मैनेजर या जेनरल मैनेजर सुलझा सकते हैं, लेकिन उन को तूल दिया जाता है, सुलझाने का प्रयत्न नहीं किया जाता, जिस के कारण ये हड़तालें होती हैं। इन हड़तालों से देश का बहुत नुकसान होता है, जनता का बहुत नुकसान होता है। यदि उन छोटी छोटी बातों के लिये मंत्री जी तूल देंगे, अधिकारी तूल देंगे तो उसका क्या परिणाम निकलेगा? मैं आज कहने के लिए बाध्य हो रहा हूँ कि आज रेलवे में अधिकारी हावी हैं, अफसरशाही का बोल बाला है

[श्री भावीरथ शंकर]

यदि मंत्री जी अफसरशाही को खत्म कर दे और कर्मचारियों की जो मांगे हैं उन पर गम्भीरतापूर्वक विचार करे तो जो स्थिति आज देश में पैदा हो गई है उस को टाला जा सकता है। पिछले दिनों जिन बातों के बारे में सरकार ने निर्णय लिये थे, चाहे तबादले के हों, वेतन के हों या पिछली हड़ताल के कैसेज हों, जो निर्णय किये गये थे, उन पर अमल करे तो समस्या का समाधान हो सकता है। यदि अमल नहीं करेंगे तो नतीजा बुरा होगा। आज देश का कोई नागरिक नहीं चाहेगा, सदन के माननीय सदस्य भी नहीं चाहेंगे कि देश में हड़तालें हों, देश का नुकसान हो, खाद्यान्न निश्चित स्थानों पर नहीं पहुंच पाये ये बातें अच्छी नहीं हैं, देश के हित में नहीं हैं। इस लिये मैं अनुरोध करता हूँ कि आप इन पर गम्भीरता से विचार करे और यदि कोई समस्या बाकी रह गई थी तो उस पर निर्णय करे और उस को मुनझाने का प्रयत्न करें।

दूसरी बात जैसा कि प्रायः सभी बजटों में नई लाइनों का उल्लेख होता है और सभी सदस्य अपने अपने क्षेत्र में नई लाइनों की मांग करते हैं। सभी सदस्य यह भी चाहते हैं कि पिछड़े क्षेत्रों में ज्यादा नई लाइनें खोली जाएं, पिछड़े क्षेत्रों का विकास हो। लेकिन प्रायः ऐसा देखा जाता है कि जब भी बजट आता है नई रेलवे लाइनें ऐसे स्थानों पर खोली जाती है जहां या तो कोई मंत्री रहता हो या प्रभावशाली सदस्य रहता हो या शासकीय दल के सदस्य रहते हों, उन्हीं स्थानों पर नई रेलवे लाइनें चलाई जाती हैं उन्हीं का विकास करने का प्रयत्न किया जाता है। पिछड़े क्षेत्रों में या जहां विरोधी लोग रहते हों उन स्थानों पर रेल लाइनें खोलने का कोई प्रयास नहीं किया जाता है। आजादी के 25 सालों के बाद भी आज देश के ऐसे बहुत से हिस्से

हैं जहां लोगों ने रेल तक नहीं देखी है, जहां कोई कारखाना नहीं है, कारण वही है कि वहां कोई रेलवे लाइन नहीं है। मैं चाहता हूँ कि मंत्री जी जब भी रेलवे लाइन के बारे में कोई प्रस्ताव रखे, कोई योजना बनायें तो कृपया कम सन्तुलित योजना बनायें, जिस से पिछड़े हुए क्षेत्र भी आगे आ सकें।

मैं अपने क्षेत्र के बारे में कहना चाहूंगा— मैं मध्य प्रदेश में आता हूँ। मध्य प्रदेश में रेलवे लाइनों का अभाव है—मैं आदिवासी क्षेत्र में आता हूँ जो नर्मदा नदी के किनारे महाराष्ट्र-गुजरात और राजस्थान के आदिवासी और पिछड़े क्षेत्र हैं। इसी प्रकार मेरे क्षेत्र झाबुआ रतलाम के पास खरणो, धार, वांस्वाड़ा है जो आदिवासी क्षेत्र हैं। जहां पर खनिज पदार्थ पर्याप्त मात्रा में उपलब्ध हैं। मेरे झाबुआ क्षेत्र में लाइन न होने से कोई विकास नहीं हुआ है। वहां विपुल मात्रा में खनिज पदार्थ उपलब्ध है, लेकिन उन का भी ठीक तरह से दोहन नहीं हो पाता है। किसी इंडस्ट्री के बारे में चर्चा की जाती है तो चाहे पब्लिक सेक्टर या प्राइवेट सेक्टर के लोग हों वे कहते हैं कि चूक यहां पर रेलवे लाइन नहीं है। इस लिए हम यहां पर काम नहीं कर सकते हैं। इसी लिये ऐसे क्षेत्रों की तरफ भी देखें और वहां पर रेलवे लाइन डालें। कई रेलवे लाइनों के सुझाव मैंने पिछले दिनों में दिए हैं तथा मंत्री महोदय ने पिछली बार आश्वासन भी दिया था कि जहां पर सूखा पीड़ित क्षेत्र है वहां पर यदि राज्य सरकारें आश्वासन देती हैं जमीन उपलब्ध कराने लिए तो हम वहां पर रेलवे लाइन डालने की कोशिश करेंगे। मैं पुरानी बातों की ही याद मंत्री महोदय को दिलाना चाहता हूँ और प्रार्थना करता हूँ उसकी तरफ वे देखें।

एक बात मुझे यह निवेदन करनी है कि पिछले दिनों से यह बहाना किया जाता है— अभी तो खैर हड़ताल चल रही है—लेकिन

उसके पहले से यह बहाना किया जाता रहा है कि कोयले के अभाव में गाड़ियां बन्द की जा रही हैं। उम में लम्बी गाड़ियां नहीं होती हैं जैसे दिल्ली से कलकता, दिल्ली से बम्बई, बम्बई से मद्रास, और मद्रास से कलकता जाने वाली गाड़ियां चलती हैं और छोटी छोटी गाड़ियां जो होती हैं जिनमें आम लोग बैठते हैं, जिनको अपने छोटे मोटे आवश्यक कामों के लिए चलना पड़ता है, उन पैसेन्जर गाड़ियों को बंद कर दिया जाता है। इस प्रकार से सैकड़ों छोटी गाड़ियां बंद कर रखी हैं जिन से आम जनता को बड़ी परेशानी हो रही है। इस सम्बन्ध में मेरा निवेदन है कि यदी आपको कोई परेशानी है तो ठीक है लेकिन थोड़ा महत्व इस बात को भी दिया जाना चाहिए। कि जो छोटी गाड़ियां हैं उन को बिलकुल बंद नहीं किया जाना चाहिये। इस प्रकार के जो 50 या 100 मील के टुकड़े हैं वहां गाड़ियां नहीं चलती हैं तो आम लोगों को बहुत तकलीफ होती है। कुछ उन लोगों की तकलीफ को दूर करने की तरफ भी शासन को ध्यान देना चाहिए।

एक बात के सम्बन्ध में मैं और निवेदन करना चाहता हूं। मेरे क्षेत्र रतलाम से भोपाल तक एक लोकल रेल गाड़ी चलती है। मैं चाहता हूं वह गाड़ी जहां से चले और भोपाल तक आये तथा भोपाल से दोहद तक फिर वापस आये। वह गाड़ी रतलाम में बेकार पड़ी रहती है। मंत्री महोदय कृपा करके मेरे इस मुझाव को और उचित ध्यान देंगे।

अन्त में मैं पुनः इस बात को कहना चाहता हूं कि जो हड़ताल है उसके बारे में मंत्री जी गहराई से सोचें किसी भी मामले को अनावश्यक तूल न दें अन्यथा जनता को परेशानी का सामना करना पड़ेगा। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

MR. CHAIRMAN: There is a very large list of Congress Members still wanting to speak and at 5.30 the Minister will be called. So, may I

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request that each Congress Member may not take more than three minutes?

श्री पन्नालाल बाणपाल (गंगानगर) :

समय बढ़ा दिया जाये।

समयवधि महोदय : समय बढ़ाना मेरे हाथ में नहीं है। सदन में इस पर निर्णय ले लिया है। तीन मिनट में ही अपनी बात समाप्त करें।

SHRI A. K. M. ISHAQUE (Basirhat): The hon. Railway Minister made a statement in this august House on 13th August 1973 regarding the strike of the loco running staff on the Indian Railways. He informed this august House that there has been an agreement arrived at and he enumerated the main points of the agreement.

One of the points of the eleven point agreement reached with the striking people was that no strike will be resorted to within the next three years. I want to know from the hon. Minister as to how it happened that within three or four months from the date of that agreement, there has been another strike or a threatened strike by the same people. Has there been any allergy on the part of the railway management to implement the terms of the agreement? If the terms of the agreement have been implemented, then why have these people threatened a strike or have gone on strike? If there has been implementation of the agreement, then what steps is the administration now contemplating to deal with the striking people? I want to know it from the hon. Minister if there has been implementation of the agreement both in letter and in spirit ....

SHRI DINEN BHATTACHARYYA: They have not implemented. That is the trouble.

SHRI A. K. M. ISHAQUE: The national Commission on Labour has recommended that there should be one union, one industry. This recommendation has become more necessary for the country in view of the destructive attitude taken by labour in all spheres of economic life of the country. The other day two groups of railway men quarrelled among themselves and that led to a strike. Nobody has heard of such type of activities in any other part of the world till now. They held the entire nation and the country to ransom. This is the attitude taken by the workers but yet no trade union leader condemned that attitude on the part of workers. Of late there is a tendency for everybody to become progressive or ultra-progressive. They don't mind if by their activities they destroy the economics of the country. We are all earnestly hoping that the lot of the workers should go up. But if there interest here clashes with our national interest, we for one will certainly opt for the national interest. None of the trade union leaders condemn this. They destroy the communication system of the country. But nobody condemns this. Of late a parasite class has grown up in the country who have taken into trade unionism as their profession. They don't have ostensible means of livelihood, yet they lead a princely life; they have their own cars; they live in luxurious buildings. There must be some stoppage somewhere. We cannot allow this type of trade unionism to flourish and destroy totally the economy of the country.

I was going through the list of agitations that have taken place after the agreement. The agreement was—for the next 3 years there should not be any strike. What we find is this. In September there were 25 agitations. In October there were 30 agitations. In November there were many agitations. In December, upto 6th, there were 15 agitations. After the agreement which was reached in August this year, there

have been so many agitations which have taken place. None of these so-called progressive leaders condemned these agitations. They should know that they should not hold the country to ransom.

The people who are going on strike now do not draw Rs. 200 or Rs. 300 a month. They draw Rs. 700 and over a month. Some of them even draw Rs. 1,500 per month. I do not know how these people could deserve sympathy from the trade union leaders. My friends' crocodile tears will have meaning if only they express their sympathy for those who draw Rs. 200 to Rs. 500 per month. Then I would have understood it. Therefore, Sir, let us give them a call and let us also warn them that they should not take this country into ransom, they should form one union, and there should be no demand for categorywise unions. Thank you.

17 hrs.

श्री सरजू पांडे (गाजीपुर) : सभापति महोदय, मुझे दो तीन बातें कहनी हैं। रेलवे में जितना संकट आज है पहले कभी नहीं था। मुख्य रूप से इसके लिए प्रशासन जिम्मेदार है। अभी मैं कल गोरखपुर गया था, आल कैटेगरीज के लगभग दस हजार रेलवे इम्प्लाइज वहां इकट्ठा थे लेकिन जनरल मैनेजर ने जान बूझ कर, यह जानते हुए भी कि हम लोग आ रहे हैं, हमारा रिप्रेजेंटेशन लेने से इंकार कर दिया और वह चला गया। अगर यह एटीटयूड रेलवे अधिकारियों का हो तो रेलवे कर्मचारियों के दिल में क्या बीतेगी इसका अनुमान आप लगा सकते हैं। हम लोक सभा के मੈम्बर हैं, हम उनकी तरफ से बात करने के लिए जाते हैं लेकिन वे कहते हैं यह रिकग्नाइज्ड यूनियन नहीं है इस लिए हम आप से बात नहीं करेंगे। और नौरथ इस्टर्न रेलवे में ऐसी यूनियन को रिकग्नाइज कर रखा है जिस को न लीगल

श्रीर न मीरल राइट है। तो कोई भी हड़ताल में इंटरस्टेड नहीं है, अभी माननीय कह रहे थे कि 700 पाने वाले कर्मचारी हड़ताल कर रहे हैं। उन को मालूम होना चाहिये कि खल्लासी से ले कर श्रीर तमाम लोग स्ट्राइक पर हैं। माननीय मंत्री जो ने जो बायदा किया था वह तमाम देश को मालूम है, लेकिन आज उन का हैरसमेंट हो रहा है, लोगों को नौकरियों में नहीं लिया जा रहा है, उन को निकाला जा रहा है। ट्रांसफर किया जा रहा है। पूरे का पूरा ऐडमिनिस्ट्रेशन बरबाद हो रहा है। सभी मेम्बरो को शिकायत है कि रेलों का चलना बन्द है। अभी अभी सूचना मिली है कि हावड़ा की तरफ जाने वाला जितनी लाइन हैं, गाड़ियां हैं, सब कैंसिल हो गई हैं, यात्री लौट लौट कर आ रहे हैं। अब सोचिये देश में क्या हो रहा है? जितनी हालत आज रेलों कि खराब है उतनी पहले कभी नहीं थी। कि माननीय मंत्री जो को लोक सभा के सदस्यों को विश्वास में लेना चाहिये और बताना चाहिये कि क्या स्थिति है। बजाय इस के कि हम यह कहें कि यह गलत कहते हैं, वह गलत कहते हैं। मैं अपनी आंख से देखता हूँ कि स्थिति बहुत खराब है। बजाय इसके कि रिजल्टाइज्ड यूनियन कौन हैं और उसी कां बातों को सुना जाय यह ठीक नहीं है। मैं यह चाहता हूँ कि रेलवे एम्प्लाइज के ग्रीवासज को मेरिट के ऊपर डिलाइड किया जाये। मैं कहूँ या यह कहूँ या कांग्रेस दल का कोई आदमां कहे, इम झगड़े में न जा कर जो सही बात है उसका फैसला होना चाहिये, और सिर्फ रिक्विजिशन का नाम ले कर के मामले को और पेचीदा नहीं बनाना चाहिये। इस संकट से रेलवे को निकालने के लिये हमारी मंत्री जो से अभील है कि हैरसमेंट का तरीका छोड़ कर के लोगों से बात काजिये वह कोई

पागल नहीं है उन को भी देश की चिन्ता है। श्रीर मैं चहाता हूँ कि उन की मांगों को सुनें और इस झगड़े को छोड़कर कहना है जो सही मांगें हैं उनका और ध्यान दीजिये फैंसला काजिये तभी देश आगे चलेगा अन्यथा नहीं।

SHRI B. V. NAIK (Kanara): Sir, on the question of strike, much has been said already and so, I would not like to burden the House again on that.

I feel that if it is a solidarity of the working-classes motivated by our friends on the other side, particularly, by the friends from the Communist Party (Marxists), to go on strike because of the reason that there is a lock-out in respect of the Indian Airlines and if it is a strike for establishing the solidarity of the working-classes, then they could have given a day's token strike call. As a matter of fact, this is a strike which is unheard of because we are quite conversant with the technology of the workers. So, this is not fair to do this thing.

I would say that while the trade union leaders should not be denied of their right to its own livelihood, I do believe that the trade union, which ever is the trade union, it has politicalised to that extent that it harms the interests of the workingclasses as such. The trade union to which my hon. friend, Shri Vajpayee is pleading is also guilty for the simple reason that he represents the Mazdoor union.

SHRI ATAL BIHARI VAJPAYEE: Is the INTUC politicalised?

SHRI B. V. NAIK: I do appreciate the sentiments expressed by him. Therefore, I say you should depoliticise the entire trade union. They have given the clarion call from the position of responsibility he being a Deputy Leader of the Opposition. That is your daily bread and butter. (Interruptions) You better ask the chamchas in the trade union movement and

[Shri B. V. Naik]  
 you will be able to know where the butter is.

Coming to Demand No. 14 I find only two lines for which a token amount has already been expended, namely the restoration of Pratapganj-Forbaganj metre gauge line, North-Eastern Railway and the restoration of Bagaha-Chitauni metre gauge line, North-Eastern Railway. Both of them are situated in Bihar. One is to help the river Kosi and the other is to help the river Gandak. Already, expenditure has been incurred for new lines. I do not think that it is only a matter of coincidence that the hon. Minister also comes from Bihar.

AN HON. MEMBER: Mysore Ministers also had done the same thing.

SHRI B. V. NAIK: We have no quarrel over this. The backward areas of North Bihar have been crying for attention. Bihar is as much a part of India as Karnataka is, in fact, much more a part of India being the land of Buddha and others. I hope that the hon. Minister will also remember that we have been waiting for a hundred years for the west coast railway, and not a paisa has been spent on this. From the recent information which we have collected, it will make the entire west coast and Delhi nearer by about 2000 k.m. or so for ten million people. The entire amount of money spent from Amta to Dargaon is now being spent by the Government of Maharashtra, and not a paisa has been spent by the Government of India, and there is not even the question of earthwork being done by them, because even that has been taken up as part of drought relief work. This is an essential point, so far as we are concerned. To say that the entire matter is engaging the attention of the Planning Commission is not adequate. As we have urged time and again, it is not a political issue at all. We have the most natural harbour of India at Karwar

but the shipyard project there is going overboard, because the expert committee under Brig. Narula has said that since we have no railway lines, we cannot have the shipyard there. For the same reason, they are not giving us a major port also. The absence of a railway line is thus proving as a handicap. I would request that the hon. Minister of Railways may give a fresh look to this very early and he may promise something about it.

श्री डी० एन० तिवारी (गोपालगंज): सभापति जी, इस सदन में जब रेलवे के सम्बन्ध में चर्चा होती है तो सब व्यू पॉइंट तो रिप्रेजेंट होते हैं, लेकिन एक व्यू पॉइंट रिप्रेजेंट नहीं होता है और वह है रेलवे यूनियन का। यह रेलवे प्रशासन इसलिये नहीं है कि कुछ मंत्री या रेलवे बोर्ड के सदस्य आइकरी टावर में बैठे रहें और जो लोग रेलवे को इस्तेमाल करते हैं उन को बातों को न सुना जाये। अभी तक जितने भाषण हुए किसी ने नहीं बताया कि हजारों हजार पैकिंग्स हर स्टेशन पर पड़े हुए हैं, स्ट्राइड हैं, उन के सम्बन्ध में क्या होना चाहिये और क्या नहीं होना चाहिये, इस बारे में कोई सुझाव नहीं आये। रेलवे इसलिये नहीं चलती है कि कर्मचारी काम करें या न करें लेकिन तनवरवाह पार्थे बल्कि इसलिये चलती है कि लोगों को सुविधा हो। और लोगों को यह सुविधा नहीं होगी तो रेलवे का बहिष्कार लोग करेंगे और उस की आमदनी घट जायगी। जो घटी है उस से भी अधिक घटने की सम्भावना है। और ऐसा इसलिये होगा कि लोगों को यात्रा करने की सुविधा नहीं है, माल भेजने वालों को सुविधा नहीं है। जो भी जनता के हित के खिलाफ स्ट्राइक करता है उसको एंटी-सोशल ऐलीमेंट करार दे करके उचित

सजा देनी चाहिये। एंटी-सोशल का अर्थ यह है कि जनता के हित के खिलाफ जो काम हो वही एंटी-सोशल एलीमेंट होता है। एंटी-सोशल एलीमेंट कोई आसमान से तो नहीं आता। हम ही लोगों में से हैं जो ऐसी कार्यवाही करते हैं। चन्द लाख रेलवे ऐम्प्लॉईज को पैसा देने के लिये 55 करोड़ आदमियों को एंटे हँसम रखा जा रहा है और जो रेलवे का इस्तेमाल करते हैं उन के दुख दर्द को न समझ कर के 20 लाख रेलवे कर्मचारियों के सम्बन्ध में सब बातें होती हैं। मैंने आपने पहले जो एक बिल यहां रखा था उस पर बोलते हुए कहा था कि रेलवे बोर्ड में सोचने की प्रक्रिया मन्द पड़ गई है। आपको चाहिये कि आप रेलवे बोर्ड में एक सैल बनाएं जो सोचा करे कि लोगों को सुविधा कैसे हो, किस प्रकार से लोग सुविधापूर्वक यात्रा कर सकते हैं, लोगों को क्या चाहिये और क्या नहीं चाहिये। लोग यह नहीं चाहते हैं कि उनको कोई धन मिल जाये या उनका महीना बढ़ जाए। लोग यही चाहते हैं कि रेल ठीक समय पर चले। कोयले के अभाव के कारण जो रेल गाड़ियां बन्द हो गई हैं उनको फिर से चालू किया जाए। आप स्ट्राइक करते हैं। किस लिए? आपका पांच सौ से छः सौ महीना हो जाए। लेकिन आप यह नहीं समझते हैं कि एक दिन की स्ट्राइक के माने क्या होते हैं? कहीं अन्न नहीं पहुंचा तो हजारों आदमी भूखे रह जाएंगे। इसका आप कभी ह्याल नहीं करते हैं। रेलवे यूनियन्ज के जो अधिकारी लोग हैं वे सोचें कि 55 करोड़ लोगों का क्या होगा? केवल रेलवे कर्मचारियों के संबंध में ही सोचना ठीक

नहीं है। (अवबवाल) अगर पांच छः घन्टे गाड़ी लेट आती तो है आप देखें कि कितनी हानी होती है। हजारों हजार लोग स्ट्रैडिज रहते हैं। उस अवस्था में शास्त्री जी भले ही कुछ रेलवे कर्मचारियों की वाह बाही ले लें यह दूसरी बात है। लेकिन मैं समझता हूँ कि समय आ गया है कि लोग अपने को आगौनाइज करें और इस स्ट्राइक के खिलाफ आवाज उठाएं। जब तक लोग ऐसा नहीं करेंगे तब तक यह सिलसिला बन्द होने वाला नहीं है। मैं समझता हूँ कि तब शास्त्री जी को झख मार कर लोगों के सामने झुकना पड़ेगा। वह कुछ लोगों की बात लेकर चलते हैं लेकिन आम जनता की बात छोड़ देते हैं।

जो रेल यूजर्स हैं वे यह भी चाहते हैं कि उनको पीने का पानी ठीक से मिले। मैंने मंत्री जी को इस संबंध में चिट्ठी लिखी थी कि कहीं पर पानी नहीं मिलता है। कोई खास स्टेशन का नाम मैंने नहीं लिखा। छपरे से लेकर लखनऊ तक कहीं पानी नहीं मिल सका। लोग यह भी चाहते हैं कि गाड़ियों में सफाई रहे। लोग यह भी चाहते हैं कि उनको जो रेलवे में भोजन मिले वह अच्छा मिले। अब आप देख कि केटरिंग का क्या अरेंजमेंट है। आप जब लोगों को यह काम देते हैं यह नहीं देखते हैं कि कौन ब्लैकलिस्टिड है, किस पर रेलवे का कितना रुपया बकाया पड़ा हुआ है। आप केवल सिफारिश के आधार पर दे देते हैं। जो भी अच्छा काम करे उसको आप दें। जो अच्छा न करे, जिस के नाम पर बकाया रकम हो, जो ब्लैकलिस्टिड हो, ऐसे लोगों को आप कभी केटरिंग न दें। पटना में महेन्द्रघाट, सोनपुर स्टीमर के अपर के डैक

[ श्री डी० एन० तिवारी ]

का तो केंटरिंग अरेंजमेंट रेलवे करता है लेकिन लोअर डिक का जो अरेंजमेंट है, वह दूसरों को दे देता है। यह रेशम में बखिया क्यों लगाया जाता है। जब आप तीन तीन जगह कर रहे हैं तो उसको भी आप ही करें। किस को देते हैं किस को नहीं देते हैं इससे मूझे कोई मतलब नहीं है। महेन्द्रघाट से लेकर सोनपुर तक जब रेलवे केंटरिंग है तो किसी को खास फेवर करने की क्या जरूरत है। उसको भी रेलवे को दीजिये। अपर डिक पर जहां कम मुसाफिर रहते हैं, वहां दो हजार की आप आमदनी करते हैं, लेकिन लोअर डिक पर जहां हजारों हजार आमदमी हैं जहां आमदनी की बात है, वहां आप दूसरो को दे देते हैं। जहां घाटे की बात है उसको आप अपने पास रखते हैं, यह ठीक नहीं है।

श्री रामशेखर प्रसाद सिंह (छपरा) :  
मैंने श्री सरजू पांडे के भाषण को सुना है। उन्होंने कहा है कि रेलवे विभाग के लिये यह कठिन समय है। मैं इस को मानता हूँ। देश के लिए भी यह एक कठिन समय है। अगर लाइन पर गाड़ियां चलना बन्द हो जाती हैं तो क्या स्थिति पैदा हो जाएगी इसका अनुमान आसानी से लगाया जा सकता है। अगर किसी बीमार आदमी को अस्पताल में कहीं बाहर गाड़ी से ले जाना होता तो उसकी क्या हालत होगी, इसका अनुमान लगाना कठिन नहीं है। मई मईनि में स्ट्राइक हुई थी। उस वक्त दवा दारू के लिए जाने वाले लोग भी रास्ते में ही मर जाते थे, अस्पताल तक वे पहुंच नहीं पाते थे। मैं भी समझता

हूँ कि यह एक राष्ट्रीय समस्या है। हम सब लोगों को इस पर सोच विचार करना है। क्या रेलवे विभाग में जो काम करने वाले लोग हैं उन्हीं की बलफेयर को हम को सोचना है या सारे देश के जो लोग हैं, जो रेलवे का इस्तेमाल करते हैं, जो बस देते हैं, जिनकी वजह से रेलें चलती हैं उन के बलफेयर की बात भी हमें सोचनी है? आम लोग जो काम करते हैं कल कारखानों में तथा अपनी जीविका का उपार्जन करते हैं, या जो व्यापार करते हैं, या जो खेती वाड़ी करते हैं, उनकी आमदनी को आप देखें। उन में से किसी की भी आमदनी आज उतनी नहीं है जितनी घड चार में काम करने वाले रेलवे कर्मचारी की है, उस से कम ही है। मुझे मालूम है हमारे यहां के लोग भी रेलवे विभाग में बहुत काम करते हैं, लोको में भी काम करते हैं और लोको में काम करने वाले ऐसे लोग भी हैं जो पंद्रह-पंद्रह सौ रूपया तक महीना पाते हैं। उनके मुकाबले में जो पढ़ लिख कर आई० ए० एम० बनते हैं उन से भी ज्यादा तनखाह पाने वाले लोग यहां हैं। फिर उनकी शैक्षणिक योग्यता भी नहीं है और उन्होंने अध्ययन वर्ग रह भी नहीं किया है और ऐसे लोग भी इन में हैं।

मैं समझता हूँ कि यह पेशा एक प्रिविलेज्ड पेशा है। रेलवे में काम करने वाले लोगों के साथ-साथ हमें देश के लोगों के बारे में भी सोचना चाहिये। मैं समझता हूँ कि अगर हमन ऐसा किया और इनके साथ सक्ती नहीं की तो देश का काम ठप पड़ जायगा।

पिछले दिनों जब देश में अन्न की कमी थी और अकाल की स्थिति पैदा होने वालों थी



‘उम’ बक्त हमारे रेल मंत्री महोदय श्री ललित नारायण मिश्र जी ने अपनी प्रशासनिक योग्यता, अपनी मृदु भाषिता और लोगों के साथ मिलजुल कर काम करने की वजह से देश के कोने कोने में अन्न पहुंचाने में सफलता प्राप्त की और इसके लिए वे धन्यवाद के पात्र हैं। रेल कर्मचारी और रेल विभाग में काम करने वाले लोग भी इसके लिए धन्यवाद के पात्र हैं। खराब काम करने वाले अग्रर अच्छा काम भी करते हैं तो उसके लिए उन को धन्यवाद न दिया जाए और उनकी प्रशंसा उसके लिए न की जाए तो यह ज्यादाती होगी। लेकिन वस्तु-स्थिति जो है उस को हमें आंखों से ओझल नहीं करना है। रेलवे की समस्या देश की समस्या है। रेलें सुचारू रूप से चलनी चाहियें। उस में अग्रर कोई बाधा डालता है तो ऐसे लोगों को एंटी-सोशल लोग ही कहा जाएगा। लोगों को मारने वाले ये लोग हैं। जिस तरह से जहर की सुई दी जाती है, वैसी ही यह सुई है। पिछले दिनों जब हड़ताल चल रही थी तो शादी की बरात जो उस में जा रही थी वह शादी के दूसरे दिन डैस्टीनेशन पर पहुंची। अब यह एंटी-सोशल एक्ट नहीं है तो क्या है ?

पांडे जी ने एक और बात कही है। उन्होंने कहा है कि रेलवे विभाग में काम करने वाले लोग भी देश भक्त हैं। मैं इस बात को मानता हूँ। लेकिन मैं समझता हूँ उनको सुचारू रास्ते से भटकाने वाले जो लोग हैं, जो नेतृत्व देने वाले लोग हैं, उन का इस

में दोष है। वे उन को गलत रास्ते पर ले जात हैं। ऐसे लोगों का घेराव होगी, जनता उनका घेराव करेगी और इनको सही रास्ते पर आना होगा।

तिवारी जी के भाषण को मैंने सुना है। एक बात का मुझे दुख है। मैंने उन के भाषणों को बराबर देखा है। मैंने पाया है कि सारे देश में घूम-घाम कर के वह बराबर स्टीमर के लोअर डैक के केर्टरिंग पर चले जाते हैं जहां गरीब लोग इस काम को करते हैं। उन्हीं के विरुद्ध वह बराबर बोलते हैं। उस से आगे वह बढ़ नहीं सकते हैं उन को उम्र के हिसाब से आगे बढ़ना चाहिये।

17.19 hrs.

[SHRI K. N. TIWARY in the Chair]

SHRI SHYAMNANDAN MISHRA (Begusarai): Mr. Chairman, Sir, I participate in this debate at this stage only to make two points. The first one that occurs to me is that at the root of much of the troubles that the railways seem to be facing is—

SHRI MADHU LIMAYE: The Railway Minister!

SHRI SHYAMNANDAN MISHRA: The whole Opposition would perhaps heartily agreed with him. An analysis of the present situation shows that there is dissatisfaction and discontent among the railwaymen. Naturally the question that arises is: what is being done to bring about satisfaction and contentment among the Railwaymen. We have lost a record number of man days. Never perhaps in the history of the Railways, after Independence, had we lost so many man-days. What exactly does the Government propose to do about it? What

[Shri Shyamnandan Mishra]

have the two Railwaymen Federations been saying about it? What are the points of difference so far as the Railway administration and the two Federations are concerned?

Before I make the second point I should like to make it clear that, generally, I do not want to refer to any individual case in the services and if I do so it is with utmost reluctance and without any ill-will or prejudice to the officer concerned. It has come to my notice that there has been an irregular promotion and extension of service of the Deputy Financial Commissioner Mr. Bhandari. He may be a very good officer. I really do not want to say anything against him, but it has been brought to my notice that the Financial Commissioner Mr. Sundararajan was to retire later in the month of December, 1973 and the Deputy Financial Commissioner was to retire in the month of November, 1973. Maybe Mr. Bhandari's services have been excellent and his record has been impeccable. But the person who was due to retire earlier had been promoted to the post of the Financial Commissioner. He had also been granted two years' extension. One would like to know what factors weighed with the hon. Minister in granting him not only promotion but two years' extension, although he was to have retired earlier than the Financial Commissioner?

These are the two points on which I wanted some clarification and I am grateful to you for having given me time for it.

17.26 hrs.

**STATEMENT RE. FIXATION OF EX-FACTORY PRICES OF LEVY SUGAR OF 1973-74 PRODUCTION**

**THE MINISTER OF AGRICULTURE (SHRI F. A. AHMED):** Taking into account the revised Cost Schedules recommended by the Tariff Commission in its latest Report (Oc-

tober, 1973) on the Cost Structure of the Sugar Industry, and the estimated duration of the crushing season, recovery of sugar, etc., the Government have revised the ex-factory prices of levy sugar of 1973-74 production in the various zones as required under section 3(3C) of the Essential Commodities Act, 1955. Sub-section (6) of section 3 of the same Act requires that every Order made under this section should be laid before both the Houses of Parliament, as soon as may be, after it is made. Accordingly, I lay on the Table of the House a copy of order No. G.S.R. 522-E|Ess. Com|Sugar dated the 14th December, 1973. [Placed in Library. See No. LT-6024 73.]

These revised prices should have normally resulted in an increase in the uniform retail price of levy sugar for the consumers all over India by about 10 paise per kilogram. The Government of India have, however, decided to maintain the consumers' price of levy sugar unchanged at the existing level of Rs. 2.15 per kilogram throughout the country by reducing the excise duty on levy sugar from 26 per cent to 20 per cent *ad valorem*. To off set the loss of revenue arising consequently, the excise duty on free sale sugar has been raised from 30 per cent to 37.5 per cent *ad valorem*, which is the maximum permissible under the Central Excise Tariff.

A reference was made this morning to lapsed quantity of levy sugar being diverted by the Food Corporation for sale in the open market. Under the existing instructions, lapsed quantities of levy sugar are taken into the Central pool and re-allotted by my Ministry only as levy sugar and not allowed to be sold as free sale sugar in the open market.

**SHRI SHYAMNANDAN MISHRA (Begusarai):** Why does not the minister express regret for not having come before the House earlier with this notification?