

**अध्यक्ष महोदय :** किसका मसलत तरीका है कि आप एक सर्वेक्षण का नोटिस दे कर उसे ज्ञान पर भाषण देना शुरू कर दें। यह कैसे हो सकता है जब तक कि ह्राउस उस पर इजाजत नहीं देता।

The subject of law and order in the State of Orissa is not with the Central Government. It is not the Home Minister here who is responsible for that. You are questioning my ruling.

Those in favour of the suspension of the Question Hour shall say 'Aye'.

**SOME HON. MEMBERS :** Aye.

**MR. SPEAKER :** Those against shall say 'No'.

**SEVERAL HON. MEMBERS :** No.

**MR. SPEAKER :** The Noes have it. This is negatived.

**श्री जनेश्वर मिश्र :** इस पर हमारा एडजर्नमेंट मोशन भी है।

**MR. SPEAKER :** We shall take up questions.

### ORAL ANSWERS TO QUESTIONS

#### Action on Demands of S & T Staff of Indian Railways

\*628. **SHRI CHANDRIKA PRASAD** Will the Minister of Railways be pleased to refer to the reply given to Unstarred question No. 250 on the 12th November, 1974 regarding 'work-to rule' agitation by Signal and Telecommunication staff and stage :

(a) whether any further action has been taken on the demands of Signal and Telecommunication staff of Indian Railways ; and

(b) if so, what are the salient features of the action taken so far on each demand ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) :** (a) and (b) Out of the seven demands of the Signal and Telecommunication Staff, final decision remains to be taken on only one demand, viz., that Inspectors should be relieved

of the stores responsibilities. This demand is under consideration.

**श्री चन्द्रिका प्रसाद :** माननीय अध्यक्ष जी, मंत्री जी के उत्तर से लगता है कि 6 मांग स्वीकार कर ली गई है इसलिये रेल मंत्रालय बधाई का पात्र है। लेकिन मैं जानना चाहता हूँ कि वह 6 मांगें क्या हैं और उन का कार्यान्वित करने के लिये सरकार ने क्या किया है ?

**SHRI BUTA SINGH :** Their demand are followas :

They should be treated at par with technical categories of traffic controllers. There should be 8 hours duty for all the staff and this could be done by declaring the S & T staff as continuous under the hours of employment regulation. More staff should be provided as present the staff is inadequate उन को बसटिंग पोइंट बसाउन्स दिया जाय जो भी समय लगता है। Inspectors should be relieved of stores responsibilities by posting store keepers All signal staff should be allotted railway quarters. Full uniform for winter and summer should be given to all S & T staff. Negotiating facilities should be given to this category of employees.

**श्री चन्द्रिका प्रसाद :** कार्यान्वित करने के लिये सरकार ने क्या किया है, यह मैं जानना चाहता हूँ।

**SHRI BUTA SINGH :** As I said the only demand left is the demand for being relieved of stores responsibilities. Decisions have been taken on all other demands and they are at various stages of implementation.

**श्री चन्द्रिका प्रसाद :** मंत्री जी ने अपने उत्तर में कहा है कि सतर्की मांग पर विचार कर रहे हैं। मंत्रालय ने जायदाउन्स दिया था कि 6 महीने में विचार कर लेंगे लेकिन उक्त वर्ष हो गया है जब मंत्री जी बसावें कि किसका और समय लेंगे ?

श्री बुटा सिंह : इसमें जो हम ने तुर एक रेलवे पर छोड़ रखा है क्योंकि यह जो डिमान्ड है इस में एक काम्लोकेशन है, छोटे छोटे और कीमती बन्ध है उन को किसी स्टोर कीपर के ऊपर छोड़ना देना और रेलवे के हित में नहीं है। इसलिये ज्यादा समय लग रहा है।

**SHRI SAMAR MUKHERJEE :** May I know whether it is a fact that there was a meeting with the leaders of Signal and Telecommunications staff on 30th December 1973 and after a long discussion an agreement was arrived at. An understanding was arrived at, though there was no written agreement. I want to know what was the date of that agreement, what were the issues on which the understanding was arrived at and who were the leaders and the minister present at that meeting ?

**SHRI BUTA SINGH :** I won't be able to tell you who were the leaders present. As I said, it was as a result of the negotiations and various attempts made by both Trade Union leaders and the Minister that an understanding was arrived at. As I mentioned just now, the implementation at present is at various stages and it will be difficult to give a complete picture because all the railways are involved in this and the implementation of the items agreed is being carried out.

श्री संकर बहाल सिंह : अध्यक्ष जी सरकार ने जो उत्तर दिया है, उस के अनुसार यह साफ है कि जो 7 मांगें थी, उन में से छः को स्वीकार कर लिया गया है और एक बिचाराधीन है, लेकिन मैं एक बुद्धद स्थिति की ओर सरकार का ध्यान आकृष्ट करना चाहता हूँ। मैं कल गया तो विस्ती आ रहा था, तो इन्हीं कर्मचारियों ने बिना नोटिस दिये तीन बजे ओर में स्ट्राइक कर दिया और तीन बजे से आठ बजे तक बन्द होल, रांची एक्सप्रेस और कालिका मेक वहीं खड़ी रही जिस से यात्रियों को बहुत कष्ट हुआ। सिक्किम और संसार कर्मचारियों ने बड़ों पर गड़बड़ी भी की, जिस से जी बुक और पुलिस बहां पर पहुंची और पुलिस को कोई बूझ करनी पड़ी

और कुछ लोग एरेस्ट भी हुए। यह कल की तय्यार घटना में बता रहा हूँ और सात, सात घंटों तक कई गाड़ियां बाउटर सिगनल पर खड़ी रहीं और यात्रियों को बहुत परेशानी हुई। मैं सरकार से जानना चाहता हूँ कि जो ऐसे कर्मचारियों बिना किसी नोटिस को बिदे हुए और इतनी सुविधाएं मिलने के बावजूद इस तरह का व्यवहार करते हैं, उन के प्रति सरकार कौन सी कार्यवाही करने जा रही है ?

रेल मंत्री (श्री कमलामणि त्रिपाठी) : माननीय, इस की कोई सूचना अभी तक हमारे पास नहीं है। माननीय सदस्य ने बहुत गंभीर बात कही है और इस को हम देखेंगे और जो कर्मचारी इस तरह की कार्यवाही करने के लिए जिम्मेदार होगा, उस के खिलाफ तत्काल कार्यवाही की जाएगी।

श्री बीनेन बट्टाचार्य : उन को पैसा नहीं दिया गया है। . . . (ब्यवधान) . . .

अध्यक्ष महोदय : ओर मंत्रालय से क्या संटिफिकेशन होता है ? हाउस का काम जमान से चलना चाहिए।

**SHRI S. M. BANERJEE :** I would like to know from the Minister whether it is a fact that an agreement was reached regarding the demand of yardstick. Regarding the demand to relieve Inspectors from more responsibilities, that is to be implemented. My hon. friend, Shri Buta has said that this is the only demand which has not been implemented and it is to be implemented. I would like to know whether implementation has been delayed and for what reasons ? I would like to know as to when it is likely to be implemented ?

**SHRI BUTA SINGH :** About this yardstick, it had been decided that only the basis of the IRCS yardstick the staff provided is inadequate and at least this should be implemented so long as new yardstick is not evolved. That was the demand. So the decision is that that yardstick drawn by the IRC Sub-Com-

mittee was not approved. Staff strength is fixed based on actual requirements and is reviewed as and when necessary. As I mentioned in my main reply, this is a continuous process and this category of employees has to be called upon to work as and where the contingency arises. Strictly speaking, it is rather difficult to apply a yardstick which is applied to the other mechanical employees of the railways.

**SHRI S. M. BANERJEE :** What about the store responsibility ?

**SHRI BUTA SINGH :** As I said the demand regarding store responsibility is still under consideration. But it is rather risky at this stage to say that inspectors will be relieved of the store charges.

**श्री राम सहाय पांडे :** जैसा कि माननीय मंत्री दयाल सिंह ने प्रश्न किया और खेद भी प्रकट किया कि बगैर किसी सूचना के तीन बजे भीर पर इन लोगों ने हड़ताल कर दी जिस से ट्रेफिक जेम हो गया और पैसेन्जरी को बहुत कष्ट हुआ और पंडित जी ने जब से रेलवे का उत्साहियक संभाला है तब से रेलवे का काम भी अच्छा चल रहा है और चलेगा यह आशा सारे देश को है, लेकिन मैं इस संबंध में प्रश्न कहना चाहता हूँ कि जबकि ऐसी घटना पर दुख और चिन्ता प्रकट करना स्वाभाविक है, एक और चिन्ता की बात है कि पंडित जी को अभी तक इस बारे में पता नहीं चला है। तो मैं यह कहना चाहता हूँ कि इस की खबर न मिलने से एकसिबेन्सी में बहुत भारी कमी हुई है। तीन बजे हड़ताल हुई और पंडित जी को अभी तक सूचना नहीं मिली है। यह उत्तरदायित्व किस का है। पंडित जी ने स्पष्ट किया है कि ऐसे लोगों के खिलाफ सख्त कदम उठाए जाएँगे लेकिन जो सूचना इन को नहीं मिली है उसके बारे में भी यह कुछ करेंगे ?

**अध्यापक महोदय :** यह तो प्रश्न नहीं भाषण हो गया ?

**श्री कमलावति त्रिपाठी :** मैं माननीय सदस्य का बहुत कृतज्ञ हूँ।

**श्री राम सहाय पांडे :** और मेरा भी ।

**श्री कमलावति त्रिपाठी :** और आप का भी आपने मुझे सूचना दी और आप ने पूछा कि सूचना क्यों नहीं मिली है, इस के बारे में भी मालूम करेंगे कि अभी तक सूचना क्यों नहीं आई है।

**श्री राम सहाय पांडे :** ठीक बात है।

**SHRI P. M. MEHTA :** We often hear about work to rule agitation. I would like to know from the hon. Minister why the railway administration is allergic to work to rule. Is it wrong ? Is it against the interests of the administration ? Or, is it in any way objectionable if the employees work according to the rules laid down for them ?

**SHRI BUTA SINGH :** I would like to state that if we allow the maintenance of track staff and the running staff to work to rule, I am sure that no Railway Minister or anybody can maintain the running of the railways.

**SHRI ATAL BIHARI VAJPAYEE :** Then you must change the rules ... (interruptions)

**MR. SPEAKER :** But you also must speak to rule !

**SHRI BUTA SINGH :** What I said should not be construed to mean that the observance of the rule is not to be carried out. Here we have to consider the nature of the work done by the maintenance staff. There are three categories of employees who are in charge of the running of the railway system. One is continuous staff—eight hours of job and shift system. The second is essentially intermittent—with 10, 15, 12 hours duty. The third category is excluded type. Suppose there is a pump operator. His duty is to operate a pump at regular intervals. During the rest of the period he takes rest or looks after establishment. The maintenance staff, signallers and telecommunication staff are posted adjacent to the man station. If in a small station in between something happens and they are asked to go there, even though beyond their duty, they are paid allowances and all that. But if they say "no, we will not go there"

what is going to happen to the train which is already in the track? In this context, it is rather difficult to adhere strictly to the rules.

दिल्ली जंक्शन के निकट बुकिंग आफिस

\* 629. श्री हेमेश सिंह बनोरा :

श्री अटल बिहारी वाजपेयी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) एक भूतपूर्व संसद् सदस्य के पुत्र को बुकिंग आफिस छोड़ने के निमित्त दिल्ली जंक्शन के समीप 400 गज के रेलवे भूखण्ड का आवंटन करने का समर्थन करने वाले संसद् सदस्यों के नाम क्या हैं ;

(ख) इस भूखण्ड के कुछ ही फासले पर स्थित अन्य बुकिंग आफिसों के नाम क्या हैं और उनमें से प्रत्येक का इस भूखण्ड से कितना फासला है ;

(ग) क्या इसे महानगरीय परिवहन के प्रयोजन के लिए उपयोग किये जाने के मुद्दाव पर भी विचार किया गया था ;

(घ) यदि हाँ, तो जन-साधारण के हित में क्या निर्णय किया गया था और इस बारे में निर्णय का आधार क्या था ; और

(ङ) यदि इस बारे में कोई निर्णय नहीं लिया गया तो इसके कब तक लिये जाने की संभावना है ?

THE DEPUTY MINISTER IN  
THE MINISTRY OF RAILWAYS

(SHRI BUTA SINGH) :

(a) to (e) A Statement is laid on the table of the Sabha.

*Statement*

(a) Some Harijan Members of Parliament met the then Railway Minister late Shri L. N. Mishra for allotment of a plot of land near Delhi Junction for running a Booking Agency to a poor scheduled caste and son of an ex-Member of Parliament purely on humanitarian and compassionate grounds on lease basis for certain period, as the plot in question was lying unused and was not required immediately by the Railways.

(b) The other booking offices situated near the plot in question and their distances from it are as under :—

Approximately

(1) Delhi Main . . . 1 Km.

(2) Delhi Chandni Chowk 1.6 Km.  
City Booking Agency.

(3) Delhi Subzimandi City 1.6 Km.  
Booking Agency.

(4) Delhi Sadar Bazar City 1.6 Km.  
Booking Agency.

(c) to (e) Since the plot in question was not likely to be utilised by Metropolitan Transport Project for quite some time it was decided in the public interest to allot it to a poor member of scheduled caste till such time the same is not required by the Railway and with the express undertaking to give vacant possession of land to the Railway with a month's Notice. However the allottee of the land was not in a position to operate the Booking Agency on the terms and conditions laid down by the Railway and hence the allotment has since been cancelled.

SHRI HAMENDRA SINGH BANERA : After going through the statement it seems that good sense prevailed over the hon. Minister and he has cancelled this deal. So far as the Harijans are concerned, we are all one to plead their cause. But what is the main cause of concern for all of us is taking advantage of the name of Harijans for other purposes. I want to know what really transpired between the Member of Transport and the Chairman whereby they took this prompt decision.

SHRI BUTA SINGH : I am not able to follow the question. Why did he cancel the agreement, this is what you want to know ?

MR. SPEAKER : Better try to understand him again. What you have understood may not turn out to be right.

SHRI BUTA SINGH : That is why I want to add that it was not cancelled. I want to make it clear to him.

SHRI HAMENDRA SINGH BANERA : In the statement it is said that it has been cancelled, but it has been cancelled after sanction was accorded. The main