

जानना चाहता हूँ कि क्या जब से आप से 6 साल का प्रणाली कार्य प्रारम्भ किया है तब से कुछ बड़े लोग जो यह काम करते हैं बम्बई में दीप चन्द मानक चन्द और अग्रवाल ये तीन बड़े प्रभावशाली लोग हैं, करोड़ों की सम्पत्ति उन के पास है आप अच्छी तरह उन को जानते हैं वे आप से आ कर मिले हैं कि हमें दो महीने का स्ट्रेट आर्डर दिया जाये और कार्य करने के लिए मेरा ही कंट्रीन रखा जाये इस की कीमत आप को 60 लाख रुपये दी है ? उस के माध्यम ए पी शर्मा है। मैं इसका प्रमाण दे सकता हूँ आप को ।

**अध्यक्ष महोदय :** जब ऐसी बात आप करते हैं तो कुछ परमात्मा से डरा करे ।

**श्री हुकम चन्द कछवाय :** उन से ही डर कर तो वे बोलते हैं। हमें जब पता चलता है तो भगवान से डर कर ही ये बाने यहाँ कहते हैं ।

इसलिए मैं यह जानना चाहता हूँ कि क्या यह बात सही है कि जिन लोगों को वे ठेके मिलने हैं वे स्वयं नहीं चलाते हैं, दूसरों को देने हैं उन से सीदे करते हैं और कहते हैं कि ये हमारे नौकर हैं। वे उस को चलाते हैं और उन से हजारों रुपये लेते हैं। क्या आप इन सब बातों की जाच करायेंगे ? इस प्रकार की जानकारी आप को है या नहीं ?

**श्री एल० एन० मिश्र :** अध्यक्ष महोदय : क्या इसका उत्तर दूँ ? जहाँ तक तीन व्यक्तियों का नाम लिया ये व्यक्ति हैं या कम्पनिया है मुझे नहीं मालूम । मेरी कभी मुलाकात नहीं हुई न कभी मैं ने उन का चेहरा देखा नाम भी पहली बार सुन रहा हूँ । जहाँ तक छोटे-छोटे लोगों की बात है यह बात कही गई है हमारे भाई शफी कुरेशी जी ने कही है हम भी उन्हीं के साथ हैं जैसा पहले कहा गया मैं उस को दोहराना नहीं चाहता हूँ । उस ढंग से हम चलाना चाहते

हैं और अभी तक जो कुछ हुआ है बहुत आगे हम लोग नहीं बढ़ सके हैं इस कार्यक्रम में जिन अफसरों की बात उन्होंने कही हम कहते हैं कि उन अफसरों का नाम दीजिए और भी कठिन से कठिन और कड़ी से कड़ी सा हो सकती है वह हम उन को देंगे ।

**श्री हुकम चन्द कछवाय :** ये अफसर कौन है आप जानते हैं । बम्बई में कौन इस काम को करता है आप को पता है । आप का महकमा है आप के रेलवे के आदमी हैं ।

#### Disparity in wages in Indian Railways

\*511. SHRI B. V. NAIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether disparity in wages of the various categories of employees in the Indian Railways has been reduced in the last twenty years; and

(b) if so, by how much?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The disparity ratio between the emoluments of the lowest and the highest paid categories of railway employees has decreased from 54.5 in the year 1947-48 to 14.04 as on date.

SHRI B. V. NAIK: This disparity is shown as 54.5 and 14.04, as it existed twenty years back. May I know what this is made up of? Can it be quantified? Can you give us the maximum and the minimum and whether the maximum and minimum includes D.A. etc. I asked a question about the wages. I want to know whether this information also quantifies or gives the value of any other perquisites. Can you give us the figures in this regard?

**SHRI MOHD. SHAFI QURESHI:** The Third Pay Commission examined the trend in respect of the calculation. In 1947-48 the minimum pay was Rs. 55 that is to say, Rs. 30 pay and Rs. 25 D.A. The Second Pay Commission was set up in 1958-60 and they recommended the minimum pay of Rs. 70 and D.A. of Rs. 10. The trend today is that minimum wage should be Rs. 196 and Rs. 47 is to be D.A. That makes a total of Rs. 243. This is the minimum lowest rate. On maximum side it has gone up from Rs. 3,000 in 1947-48 to Rs. 3,500 in 1973. On Rs. 3,500 people are not permitted D.A. It will be seen that disparity ratio which decreased from 54.5 after the report of the First Pay Commission to 37.5 after the Second Pay Commission's report has come down to 14.04 as on date. This includes interim relief and dearness allowance which were granted.

**SHRI B. V. NAIK:** It is gratifying to note that disparities have come down. Way back in 1952 Mr. J. P. Narayan wanted a ratio of one to ten, that the ratio of disparities should come down to this level. So, may I know at least as far as Indian Railways are concerned, when it is hoped to reach this ratio of 1:10?

**SHRI MOHD. SHAFI QURESHI:** I cannot say at this stage. It is a gradual process. That is being looked into.

**SHRI S. M. BANERJEE:** One of the demands of the railway employees mooted through the National Coordination Committee for Railwaymen's struggle was the job evaluation and appointment of a classification Tribunal so that a person can be given proper pay and cadre. After negotiated settlement, I would like to know whether this demand has been conceded in the case of railway employees. In the case of defence employees, the Defence Ministry has already appointed a classification tribunal with a High Court judge as Chairman. If not, whether the Railway Ministry is likely to appoint such a Commission or a

Tribunal. There was such a Committee appointed previously after the First Pay Commission. I would like to have a specific answer to this from him.

**SHRI MOHD. SHAFI QURESHI:** These demands were raised in the meeting of the Federation. We have accepted in principle the demand for the job evaluation in Indian Railways. We are in touch with the Ministry of Defence as to how they are proceeding in this matter. After getting their replies, we shall proceed with that.

**SHRI K. LAKKAPPA:** I would like to know from the hon. Minister whether any further attempt has been made by the Railways with regard to bringing down the disparity in wages in various sectors of the railways in view of the large scale discontentment among the various employees in railways?

What attempt has been made in this regard in your ministry?

**SHRI MOHD. SHAFI QURESHI:** I have already replied to this. Perhaps, the hon. Member has not understood the question. This is with regard to the ratio between the highest and the lowest-paid employees in the Indian Railways. The emoluments of the railway employees and their grades are being looked into. The hon. Member also knows that to-day the wage bill comes to about 70 per cent of the total expenditure in the railways. That itself shows that the staff are being looked after very well. If he wants me to give the details of it, I can give that.

**SHRI R. S. PANDEY:** The hon. Minister just now said that the expenditure has been increased to the tune of about 25 per cent or whatever be the percentage of it, May I know from him as to what is then left with him for the development of railways?

**MR. SPEAKER:** Mr. Pandey, you will please ask a relevant question.

**SHRI R. S. PANDEY:** I want to know the percentage of expenditure

to the income they earn. I want to know the percentage of income that is left out for development after meeting the increased expenditure in the matter of wages?

MR. SPEAKER: This question is not connected with the question that is put down. I am sorry I cannot allow it. You are completely lost in the question.

**Supply of Rakes of Slack Coal to Uttar Pradesh**

\*512. SHRI B. R. SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) what has been the average monthly supply of rakes of slack coal to Uttar Pradesh during the current year since January, 1974; and

(b) whether the demand of rakes is far in excess of the actual supply?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) Monthly average supply of slack coal rakes for brick burning to Uttar Pradesh from January 1974 to July 1974 was 12½ rakes per month and for August 1974 10 rakes upto 22-8-1974.

(b) Yes, Sir.

SHRI B. R. SHUKLA: May I know from the hon. Minister what is the estimated monthly demand of coal rakes in U.P.? Whether the Indian Railway Board has determined any monthly quota? If not, why has the supply been far below the demand? May we know the reasons?

SHRI MOHD. SHAFI QURESHI: The demand of the movement of slack coal rakes for brick burning was 125 a month. But, after meeting the demand of the Civil Supplies Commissioner, it was pointed out that we must have a realistic allotment of rakes. So, this was brought down to 60. I would like to make it clear that

slack coal is used for two purposes—it is used for the power station and industry and also for brick burning. Lowest quality coal is used for brick burning. So far as the demands of power stations are concerned, those are being met fully, but we have not been able to meet their full demand for brick burning coal so far as UP is concerned. The distress has been distributed to all the States equitably as far as possible.

SHRI B. R. SHUKLA: May I know why the Railway Board determined the quota, even according to which the present supply is not adequate?

SHRI MOHD. SHAFI QURESHI: These quotas were not fixed by the Railway Board or the Railway Ministry. They were fixed by the Directors of Industries of the various States and the Civil Supplies Commissioners and because we were the transporters, naturally the railways were also brought in, but the quantum of coal consumed by each sector was determined by the State Governments in consultation with the concerned authorities.

श्री नरसिंह नारायण पांडे : श्री मंत्री जी ने उत्तर में बताया उत्तर प्रदेश की मिनिमम रिक्वायरमेंट 60 रैक्स एसेस की गई है जब कि यू० पी० गवर्नमेंट ने अपनी रिक्वायरमेंट 120 रैक्स बतलाई थी। आप ने 40 रैक्स बतलाया है लेकिन इस को आप कब पूरा करने जा रहे हैं ?

श्री मुहम्मद शफी कुरेशी : यू० पी० गवर्नमेंट के जो रेजिडेंट कमिश्नर यहां पर हैं मैंने उस के साथ मीटिंग की थी और वह कहा कि दुर्गापुर बाधरीज की मिडिलिग्ड अगर बे ले लें तो 60 रैक्स तो नहीं, लेकिन 30 रैक्स उन को मिल सकती है और इसके बे सन्तुष्ट थे ।