

## LOK SABHA

*Tuesday, March 12, 1968/Phalgun 22,  
1889 (Saka)*

*The Lok Sabha met at Eleven of the Clock.*

[MR. SPEAKER in the Chair].

### ORAL ANSWERS TO QUESTIONS

#### RETRENCHMENT DUE TO DEFICIT ON RAILWAYS

**\*570. SHRI LAKHAN LAL KAPOOR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that due to deficit in financial position of Railways, Government have curtailed the budget provision in the Fourth Plan for the development of Railways;

(b) whether it is also a fact that due to Budget curtailment in Fourth Plan, Railways have issued orders for the retrenchment and for reversion of large staff in various Departments of the Railways; and

(c) if so, the steps taken to avoid large scale retrenchment or reversion of staff ?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) :** (a) Compared to what was contemplated in the Draft Outline of the Fourth Five Year Plan, the budget outlays for Railways' development have had to be curtailed in the years 1966-67 to 1968-69 because the anticipated growth in goods traffic did not materialise; and that itself has been an important reason for the Railways deficit budgets.

(b) and (c). No retrenchment of regular Railway staff is anticipated, though some reversion may be unavoidable. When staff become surplus, they are offered alternative employment. Only casual labour who are not treated as regular railway employees under the rules, are liable to be discharged from service when the work for which they were recruited is completed, but even in their case, every attempt is made

to see if some alternative employment could be provided for them.

**श्री लखन लाल कपूर :** अध्यक्ष महोदय, मैं रेलवे मंत्री महोदय से यह जानना चाहता हूँ कि जैसे आज रेलवेज में छंटनी की बात है तो जिस वक्त ऐडमिनिस्ट्रेटिव परपोजेज के लिये उन लोगों को भरती किया गया था तो उन्हें एडमिनिस्ट्रेशन की एफिशियेंसी के लिये भरती किया गया था तो क्या इन लोगों की छंटनी के बाद एफिशियेंसी में कमी नहीं होगी और अगर एफिशियेंसी में कमी होगी तो फिर यह छंटनी का प्रश्न क्यों उठाया जाता है ?

**SHRI PARIMAL GHOSH :** As I have already stated, there is no proposal of any retrenchment so far as the regular railway staff are concerned. The retrenchment may take place only in the construction and project work, and that will affect only those employees who are not reckoned as regular railway employees. For construction we employ quite a number of people for a particular project, and when the project work is completed, naturally they have to be retrenched.

**श्री लखन लाल कपूर :** रेलवे बजट में डेफिसिट को कम करने और पूरा करने के लिये क्या मंत्री महोदय इस बात के लिये तैयार होंगे कि यह जो इतना भारी खर्चा रेलवे बोर्ड पर होता है और यह एक रेलवेज की अनावश्यक संस्था बनी हुई है उसे गेबालिश कर दिया जाये और इसी तरह अफसरों के सैलूंस आदि पर जो रुपया खर्च होता है उसे भी इन सैलूनों को बंद करके खत्म किया जाये ? क्या सरकार के पास कोई इस तरह की योजना विद्यमान है, यदि नहीं, तो क्या सरकार रेलवे बोर्ड को गेबालिश करने की कोई योजना बना रही है ?

**SHRI PARIMAL GHOSH :** The question of Railway Board does not arise out of the main question. I have already stated

that retrenchment can take place only in the construction work of projects.

**SHRI UMANATH :** From the latest report of the Railway Ministry I find that there has been an increase to the extent of about 4000 workers and corresponding to this number, there has been an increase of 800 officers, which works out to one officer for every group of five workers. May I know the reason for such a big ratio of officers to workers, and whether Government propose to adopt the method of promotion from lower ranks instead of direct recruitment so that even the reversions of casual labour referred to by the hon. Minister could be avoided as far as possible ?

**SHRI PARIMAL GHOSH :** So far as the officers are concerned, it is a fact that there has been some increase, but that increase has been only in the medical department and that is because of a decision that has been taken to upgrade the licentiates in class III to class II.

**SHRI UMANATH :** The number is 800.

**SHRI PARIMAL GHOSH :** About 1100 have been promoted from class III to class II during 1966-67.

**SHRI UMANATH :** What about the direct recruitment policy ?

**SHRI PARIMAL GHOSH :** Regarding the direct recruitment policy, in some of the cases we are considering along that line, but we have not come to any particular decision. It is still under investigation.

**श्री चन्द्रिका प्रसाद :** मंत्री महोदय ने कहा है कि रिट्रैचमेंट नहीं हुआ है लेकिन मेरा कहना है कि जो व्यक्ति कैंजुअल लेबर पर रखे जाते हैं उनके 6 महीने पूरे नहीं होने दिये जाते हैं और होता यह है कि एक महीना 6 महीने पूरे होने में बाकी रहता है कि उनको हटा दिया जाता है क्योंकि अगर उन्हें काम करते हुए 6 महीने पूरे हो जायें तो कायदे के मुताबिक उनको रैगुलर मानना पड़ता है। इस तरह से लाखों कैंजुअल लेबर बेकार हो जाती है इसका मंत्री जी के पास क्या जवाब है ?

**SHRI PARIMAL GHOSH :** Casual labour which is not in the project and con-

struction work is taken as temporary rail way staff after the completion of six months. But the question of not giving jobs applies only to those workers who are engaged in the construction of a project.

**श्री रवि राय :** जो प्रोजेक्ट में अस्थाई रूप से काम कर रहे हैं वह प्रोजेक्ट का काम खत्म होने के बाद निकाल दिये जाते हैं। क्या मंत्री महोदय बतलायेंगे कि यह अफसर लोगों के जो सैलून होते हैं उन पर कितना रुपया खर्चा होता है और क्या उस खर्च होने वाले रुपये से वह सैलून एवालिश करके उन बेकार होने वाले लोगों को नौकरी देने की बात सोचेंगे ?

**SHRI PARIMAL GHOSH :** That question does not relate to this, but even if we make some sort of arrangement in the saloon, so far as the workers are concerned, they are specifically recruited for specific jobs and after the completion of those jobs, there is no alternative but to retrench them.

**श्री शिव नारायण :** जो अनावश्यक खर्च रेलवेज में हैं जैसे कि यह फ्री पासज आपने दिये हैं जिसमें कि 18 करोड़ रुपये का नुकसान होता है.....

**एक माननीय सदस्य :** एम० पी० जी० को भी तो यह फ्री पास मिलते हैं ?

**श्री शिव नारायण :** मैं एम० पी० जी० के पीसेज के लिये भी कह रहा हूँ गरज यह कि फर्स्ट क्लास के यह जितने भी पीसेज हैं वह सब आप एवालिश कर दें तो ऐसा करने से कम से कम यह रेलवेज में जो कई करोड़ रुपये की डेफिसिट है उसमें 18 करोड़ की बचत हो जायेगी। मैं जानना चाहता हूँ कि क्या सरकार इसके लिये कोई एक स्पेशल कमेटी बैठायेगी जोकि इस सारे मामले पर विचार करे ? सरकार केवल हमारी ही बात नहीं माने बल्कि वह एक कमेटी बैठा कर इसकी जांच करावाये।

**SHRI PARIMAL GHOSH :** A continuous effort has been made and is being made to reduce railway expenditure. As for passes and PTOs, recently we had a Report from the Estimates Committee which is under consideration.

श्री देबेन सेन : आसनसोल डिवीजन में 2,000 फोर्थ क्लास स्टाफ की छंटनी का आर्डर चला गया है या नहीं और साथ-साथ क्लास 1 और 2 आफिसर्स का रैक्यूटमेंट भी हो रहा है या नहीं ?

SHRI PARIMAL GHOSH : I do not have the particular information.

श्री नाथूराम अहिरवार : क्या रेलवे मंत्री महोदय यह बतलाने की कृपा करेंगे कि कैजुअल लेबर को तो उन्होंने रिट्रैच किया ही है लेकिन उसके साथ-साथ यह भी है कि रेगुलर आदमियों का भी रिबरसल हुआ है और जिन लोगों का यह रिबरसल हुआ है उनका यह जो आपने आफिसर्स नियुक्त किये हैं उनसे कुछ सौदेबाजी हो रही है कि इतना रुपया अगर दे दोगे तो अमुक पोस्ट पर तुम्हें पोस्ट कर दिया जायेगा ? क्या सरकार के पास इस किस्म की कोई इत्तिला आई है, अगर हां, तो उस पर वह क्या कार्यवाही कर रही है ?

SHRI PARIMAL GHOSH : I do not have any such information.

DR. RANEN SEN : The hon. Minister just now said something about project workers. Have Government formulated any plan in regard to the railway electrification project workers ? As far as I know, some time back the Railway Minister gave some sort of assurance that the surplus workers will be properly absorbed. What is the present policy ? What steps have been taken by Government to absorb them ?

SHRI PARIMAL GHOSH : The railway electrification scheme is itself a project. Previously we had quite a number of workers in it because we had undertaken quite a number of electrification schemes. Now because of shrinkage or gradual reduction in workload, there has been some sort of retrenchment. Every effort has been made to give them alternative employment. As a matter of fact, quite a number of labour retrenched from that project has been absorbed in other jobs.

SHRI D. C. SHARMA : The catering department of the railways could be made certainly gainful, but as far as I know, it is a deficit department. What steps are Government going to take to make that

department more useful to the public and more gainful to the railways ?

SHRI PARIMAL GHOSH : There is a separate question on catering today. I will answer this at that time.

बलराज मधोक :

अभी रेलवे मंत्री महोदय ने कहा है कि हम रेलवेज में बचत करने का हर प्रकार का प्रबन्ध कर रहे हैं । अब कोई भी आदमी जो रेलवेज में सफर करता है तो वह यह देख सकता है कि लगभग हर एक रेलवे लाइन के दोनों ओर जगह जगह स्लीपर्स और दूसरे मैटिरियल के ढेर लगे हुए रहते हैं, करोड़ों रुपयों का माल पड़ा रहता है, फिर भी नये स्लीपर्स और दूसरा नया सामान लगाया जा रहा है । अगर रेलवे स्टोर्स का प्रबन्ध ठीक हो और वहां पर होने वाले माल के दुरुपयोग को रोका जाये तो उससे जो बचत होगी, उस बचत की ओर क्या सरकार का ध्यान गया है, यदि गया है, तो उसके बारे में सरकार ने अभी तक क्या किया है ?

SHRI PARIMAL GHOSH : We are making every effort to look into the stores affair and effect as much economy as possible.

SHRI D. R. PARMAR : At the time of retrenchment of railway staff, have Government provided for or are going to provide for some safeguards for the SC and ST employees as their representation in the railway staff is not to the full extent to the quota prescribed for them category-wise ?

SHRI C. M. POONACHA : According to the stipulations already in force in respect of recruitment of scheduled castes and scheduled tribes personnel, we are taking every effort to employ persons from scheduled castes and scheduled tribes to the maximum number possible. As a matter of fact, with regard to Class III and Class IV the proportion is adequately met, but in respect of trained personnel there has been a dearth and we are not getting sufficient number of candidates for certain special types of work, but efforts are being made to see that the scheduled castes and scheduled tribes are not adversely affected by this retrenchment.

**SHRI HEM BARUA :** May I know if it is a fact that as a result of this plan proposed by Government more than 10,000 workers on NF Railway are going to be retrenched; if so, what alternative opportunities of employment are the Government exploring for them ?

**SHRI C. M. POONACHA :** I do not think that the number is as high as 10,000. Because of the completion of certain project work in NF Railway a certain number of casual labour and employees has been rendered surplus. Some of them belong to the PWI and IW category of personnel. Steps are being taken to see that they are being laid off in accordance with the rules and many of them have also been found alternative appointments in the railways.

**श्री राम चरण :** जैसे क्लास 3 का अप्वाइंटमेंट रेलवे में होता है उस प्रकार में जब क्लास 4 की वैकेन्सी फिल अप की जाती है तब न तो एम्प्लायमेंट एक्सचेंज के थ्रू होता है और न ओपन ऐडवर्टाइजमेंट के जरिये से। इस मामले में क्लास 4 के आदमियों से 500-700 रु० लेकर उनका अप्वाइंटमेंट कर दिया जाता है। मैं चाहता हूँ कि इस तरीके को रेगुलराइज किया जाय और यह आदमी एम्प्लायमेंट एक्सचेंज के थ्रू लिये जायें और इन वैकेन्सीज का पूरा ऐडवर्टाइजमेंट किया जाये, ताकि करप्शन रुक सके।

**SHRI PARIMAL GHOSH :** Class III and Class IV are both notified.

**SHRI RAM CHARAN :** Class IV is not notified. They are putting only labels on the DS's office, not in the papers.

**SHRI PARIMAL GHOSH :** A committee has been formed for recruitment, they will examine all the applications and go into the details and accordingly the appointments are made.

**श्री राम चरण :** क्लास 4 की जब कभी वैकेन्सी होती है तो न तो किसी एम्प्लायमेंट एक्सचेंज के जरिये से उनको लिया जाता है और न ऐडवर्टाइजमेंट के जरिये से। जहाँ पर डी० एस० आफिस होता है, वहीँ से यह काम कर लिया जाता है।

**SHRI BEDABRATA BARUA :** My question relates to part (a) of the main question. The entire plan as well as steel development depended upon the demand from the railways, but it became clear last year the railways cutback of 30% in demand for steel, wagons and other things practically brought about what came to be known as the recession. Is the railway considering that in future this type of cutback in demands which affects the entire economy would be prevented even by examining the possibility of deficit financing, or will this type of recession be inflicted upon the economy due to lapse on the part of the railways ?

**SHRI PARIMAL GHOSH :** The demands for stores and engineering goods of railways have to be phased according to the requirements of the railways.

**SHRI R. K. BIRLA :** In view of the fact that a lot of work is being done by contract labour at transshipment points where the labour availability is so uncertain, as the labour may or may not come at the right time, will the Minister let us know whether the Government has taken a decision to get that work done by permanent labour ?

**SHRI PARIMAL GHOSH :** There are places in the transshipment yards where there is some shortage of labour provided by the contractor. In such cases, we try to employ the railway cooperative workers.

**श्री सरजू पाण्डेय :** रेलवे बोर्ड में एक तरफ तो सरकार पैसे की कमी का ढोंग करती है और दूसरी तरफ इस सवाल का जवाब भी देने के लिये तैयार नहीं है कि जो बड़े खर्चे हैं, रेलवे बोर्ड को भंग करके उनमें कमी की जाये। इसके अलावा बहुत-से रेलवे एम्प्लायीज ने, खास तौर से रेलवे की गार्ड्स एसोसियेशन ने, कई बार मंत्री महोदय को अपना प्रार्थना-पत्र दिया है और लोक-सभा के चानोस मेम्बरों ने भी लिख कर दखवास्त की कि उनके ग्रीवान्सेज को आप सुनें। मैं जानना चाहता हूँ कि जो रेलवे के दूसरे एम्प्लायीज हैं, जिनके ग्रीवान्सेज के बारे में बार-बार डिमान्ड होती है, उनके मामले पर सरकार गौर क्यों नहीं करती, और बड़े पदों को खत्म करके क्यों रेलवे एम्प्लायीज

को सेंटिसफैक्शन नहीं देती है और रिट्टेचमेंट को रोकती है ।

**SHRI PARIMAL GHOSH :** We are receiving some representations and memoranda from the guards and other employees of the railways. As and when we receive them, we go into the details of that. We are recently studying some of their demands and if possible we will try to give them something.

**श्री शिव चरण लाल :** मंत्री महोदय चौथी पंचवर्षीय योजना में नई रेलवे लाइनें लगाने जा रहे हैं तो क्या वह यह बतलाने की कृपा करेंगे कि आज से बीस वर्ष पूर्व आगरा छावनी से बाह तक जो रेल चलती थी उसको चला कर इटावा से जोड़ेंगे ?

**SHRI PARIMAL GHOSH :** It does not arise out of this question.

**SHRI E. K. NAYANAR :** The Minister said that only casual workers are retrenched. May I know whether in the Olavakkot station creosote plant, a number of permanent workers were retrenched? Secondly, on 29th February last, the Northern Railway headquarters had given retrenchment notices to five permanent employees who had put in 8 or 10 years service. They are not casual workers. May I know if the Government will cancel their retrenchment notices and reinstate them?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** With regard to the Olavakkot plant, the work-load has come down because sleepers are available from other sources, particularly from the Government forest departments. There is a great demand from the various State Governments that we should place orders on them. Buying sleepers and getting them treated at Olavakkot which is far away from certain available centres does create some difficulties. As such, the work-load in that plant has come down and certain staff has been rendered surplus. About the five permanent employees of the Northern Railway, if specific information is given to me, I will look into it.

### CEMENT ALLOCATION AND CO-ORDINATING ORGANISATION

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\*573. **SHRI P. RAMAMURTI ·  
SHRI JYOTIRMOY BASU :  
SHRI K. RAMANT :  
SHRI UMANATH :  
SHRI K. ANIRUDHAN :**

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the details of lapses committed by Cement Allocation and Co-ordinating Organisation since its inception;

(b) the functions of Cement Corporation of India; and

(c) the method of distribution of cement and the steps taken to safeguard the interest of small consumers in rural areas?

**THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) :**

(a) The following defects and deficiencies in the working of Cement Allocation and Co-ordinating Organisation came to the notice of Government.

1. Savings out of the non-payment of oil subsidy w.e.f. 1-4-67 has not been utilised for freight equalisation to the full extent.
2. CACO did not accept Government's suggestion to build up proper storage facilities near the consumption centres to avoid deterioration of supply position during rainy season on the plea of lack of finances.
3. The Organisation introduced two tier system of retention prices against the instructions of the Government.
4. The members of the Organisation developed internal dissensions. Two members withdrew from its membership and some others were threatening to do so.
5. The organisation failed to deposit an amount of Rs. 39.91 lakhs with S.T.C. to wipe off their deficit in the cement Agency Account which accrued during the previous control period.