

**RAJYA SABHA**

Wednesday, the 9th May, 1984|19  
Vaisakha, 1906 (Saka)

The House met at eleven of the clock  
Mr. Deputy Chairman in the  
Chair.

**MEMBERS SWORN**

- (1) Prof. (Mrs.) Asma Chatterjee  
(Nominated)
- (2) Shri K. Ramamurthy. (Nominated)
- (3) Shri Ghulam Rasool Kar. (Nominated)

**ORAL ANSWERS TO  
QUESTIONS**

MR. DEPUTY CHAIRMAN: Now we  
take up questions.

221. [The questioner (Shri Hukm-deo  
Naran Yadav) was absent. For answer,  
vide col. 24-25 infra.]

**Casual Labour in Railways**

222. SHRIMATI RODA MISTRY,;  
SHRI S. W. DHABE:

' Will the Minister of RAILWAYS be pleased  
to state:

(a) what is the number of casual labour  
still in employment under different zonal  
railways.

(b) how many have been regularised  
during the last two years; and

(c) whether there is any plan to regularise  
them and abolish casual employment system  
in the railways during the remaining period of  
the Sixth Five Year Plan or the Seventh Five  
Year Plan?

THE MINISTER OF RAILWAYS (SHRI  
A. B. A. GHANI KHAN CHOUDHURY):

(a) As on 31st

†The question was actually asked on the  
floor of the house by Shri S. W, Dhabe.

March, 1983, there were approximately 2.35  
lakhs casual labour working on Indian  
Railways of which about 2.32 lakhs were  
engaged on the Zonal Railways and others on  
Production Units.

(b) About 44,000 casual labour  
were made regular during the years  
1981-82 and 1982-83.

(c) To facilitate absorption of casual  
labour in regular employment on Rail  
ways, at present virtually all class-IV  
vacancies (with a few exceptions like  
workshops and compassionate ap-  
pointments, etc.) are filled by screen-  
ing and absorption of casual labour  
substitutes. However, having regard  
to the nature of railway working it is  
not feasible to entirely abolish the  
casual labour system.

SHRI S. W. DHABE. Sir, the problem of the  
casual labour is very acute and serious in the  
railways. It is being carried on for a long time  
on permanent occupations, like catering in the  
railway trains. The commission agents whose  
average income is between Rs. 200 and Rs.  
300 per month are appointed for years. They  
are required to go from Madras to Delhi and  
Bombay to Calcutta. There are other similar  
occupations where the casual labourers have  
been a permanent feature of the Railway ad-  
ministration. this question was raised a number  
of times in this House. But I am very sorry to  
point out that the steps taken by the Railways  
are very inadequate. Out of 2.5 lakh casual  
workers which he has mentioned, about 44,000  
are absorbed in the last two or three years.  
With this pace it will take decades that the  
casual labourers will remain unabsorbed.

May I, therefore, request the Minister to kindly  
absorb all the casual workers on a quasi-  
permanent basis and extend them the facilities  
like provident fund, gratuity, leave and medical  
benefits as enjoyed by the permanent  
workers?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, it is quite true that there are a large number of casual workers. But we absorb them, as I have stated in my answer, when there are vacancies. If there are no vacancies it is rather difficult to absorb them. Now, normally there is a certain system in Railways as to how we recruit the people. Under Railway Service Commission Group 'C' appointments are made, under open recruitment, Group 'A' appointments are made. Then, there are casual labourers. They are engaged as and when works are available. On the completion of 120 days of continuous service casual labourers and open line workers are treated as temporary and are allowed virtually all the benefits like leave pay, railway passes, medical benefits as admissible to temporary employees. Those are made available to them.

As regards open line casual workers and the project casual labourers there is a difference between these two categories. Here on completion of 180 days of continuous employment they are given consolidated monthly wages and are allowed nine days holidays in a year. There are a number of petitions pending before the Supreme Court about the terms of employment of casual workers.- In pursuance of certain observations made by the court, we are actively considering grant of temporary status to project casual labourers on completion of 360 days of continuous employment. At the same time, we are trying to absorb the labour in a sizable number. As I said, whenever vacancies are there we absorb them through screening system. But virtually all vacancies in Class IV posts—exceptions being those in workshops and appointed on compassionate grounds etc. are being filled by screening of casual labourers. I have already said how many we have taken and I do not want to repeat the figures. We will take them as and when vacancies are available.

SHRI S. W. DHABE: Sir, I am sorry to say that the Minister's reply is rather casual and the Minister is also casual in this matter. But what I want to emphasise is this by merely quoting rules and regulations it will not solve the question of casual labourers. This casual labour- is not only a slur on the system itself but also a failure of the working class movement that we could not get it abolished. He did not reply to my question. I said that in the railway canteens, they are appointing commission agents and commission labour ' and for five years or ten years, they are working. Now the casual labour in the Railways, which employs 14 lakh persons is 25 per cent. No industry has got such a large proportion of casual labour. In any establishment, it will be not more than 5 per cent. Therefore, my query is— after the Supreme Court judgment and many other judgments, the Minister himself can take a decision— for persons who are working for more than five years in a particular post, why not create posts? He said that whenever vacancies arise, they are absorbed. But this way the problem will never end. May I know if he will take steps to see that in the case of casual labourers who are working for a long time, this practice is eliminated and posts are created for those persons and they are given a permanent or temporary status?

SHRI A. B. A. GHANI KHAN CHOUDHURY; Commission bearers are quite different and they are employed on commission basis They have nothing to do with casual labourers.

SHRI S. W. DHABE: What is commission basis? They are also casual.

SHRI A. B. A. GHANI KHAN CHOUDHURY: As I said, we have to look into the economy of the Rail-way also. It is very easy to suggest; why don't you absorb everybody? Well, we cannot absorb everybody because we have to look into the eco-

mony of the Railways. Mr. Deputy Chairman, Sir, you know the basic difficulty of the Railways is funds. We do not have enough funds. . .

SHRI S. W. DHABE. The Finance Minister is there.

SHRI A. B. A. GHANI KHAN CHOUDHURY: ... to do justice to very many items that we face in the Railways.

Coming to the casual labour, the system is like this: most of the works are done by the contractors. This is the system, this is the culture in the Railways. Sometimes it becomes probably inevitable to take in this casual labour owing to certain dislocations due to floods or other natural calamities and due to unforeseen circumstances where the Railways do not have enough labour for a job which they want to do; so they employ casual workers. We are going to stop this. Instead of the work being done by the contractors, we will try to do the jobs now by ourselves department-ally. There are certain difficulties, Mr. Deputy Chairman, Sir, because the target differs from year to year. For example, in gauge conversion, the target in 1984-85 will be probably bigger or lesser than the target in 1985-86. Similar is the case with regard to electrification and expansion or construction of new lines. It has been the culture in the Railways that all the work has to be done through the contractors. They have no departmental cell. Now we are starting a departmental cell and with this departmental cell, I hope we will be able to absorb many of the casual workers. But if you say that just because they have been taken by somebody in the Railways for a period, the Railways have to employ them, well, I do not agree there. You see, we are not pursuing an anti-labour policy. But we have to be careful about the money that is spent. So we have to be careful about the people we take. According to me, the railways are

already overburdened with workers. I think a much lesser number of person can do a much better job. But in a democratic set-up there cannot be any retrenchment. This is not possible. There will be a lot of noise. So retrenchment is out of question. Similarly, absorption is also a basic question. I am not disputing that we are net going to absorb them. But in due course we have to absorb them as and when vacancies occur.

SHRI A. B. A. GHANI KHAN CHOUDHURY: I have already replied to that

**श्री जगदम्बी प्रसाद यादव :** उपसभा-पति जी, देश ओवरवर्डेड है पापुलेशन से और रेलवे ओवरवर्डेड है लेबर से, तो सरकार ने तो फैमिली प्लानिंग चलाया, आप उसके बदले में क्या चलाने का विचार कर रहे हैं ?

मैं आपसे जानना चाहता हूँ कि आपने 120 दिन में टैम्पेरी बनाया, 180 दिन में कनसालिडेटेड पे देते हैं, आप क्यों नहीं 365 दिन में उसे पर्मिनेट जाब देते हैं ? कम से कम मैं आप से यह जानना चाहता हूँ कि जो पर्मिनेट आक्युपेशन पर काम कर रहा हैं, जो टैम्पेरी पेज आपने बताया कि टैम्पेरी वर्कलोड इतना 1984-85 में इतना 1985-86 में है, लेकिन जो पर्मिनेट जाब हैं, जैसे कान्टीन का और दूसरे जो पर्मिनेट जाब हैं, उस पर क्यों नहीं पर्मिनेट कर देते हैं ? एक बात तो मैं यह जानना चाहता हूँ।

दूसरी बात मैं यहाँ जानना चाहता हूँ कि साढ़े तीन लाख कजुअल लेबर जो है, उसमें से टैम्पेरी कितने हैं और कनसालिडेटेड पे वाले कितने हैं और जो कन्स्ट्रक्ट लेबर हैं, या जो टैम्पेरी फेज पर काम करने वाले हैं, जो कजुअल की सिनती में आते हैं, वह कितने हैं ?

question. I have given

the figures also. I have pointed out the difference, the difference of casual workers on open line, as we call it. On completion of 120 days of continuous service the open line workers are treated as temporary and are allowed virtually all the benefits like leave pay, railway pass, medical facilities, as admissible to temporary employees. First they get the temporary status and after getting the temporary status, we screen them and then we absorb them. That is the procedure. Then there is another type, what we call, project casual labour. It is quite a different thing. There on completion of 180 days of continuous service they are given consolidated monthly wages and are also allowed nine holidays in a year. There are a number of Writ Petitions before the Supreme Court about the terms of employment of casual labour. In pursuance of certain observations made by the Court we are actively considering grant of temporary status to project casual labourers on completion of 360 days of continuous employment. This is the position.

**श्री राम भगत पासवान :** उपसभापति महोदय, माननीय मंत्री जी ने बताया है कि ...

**श्री उपसभापति :** संक्षेप में पूछिये, बहुत से लोग पूछने वाले हैं।

**श्री राम भगत पासवान :** ... चतुर्थ श्रेणी के केजुअल लेबरर से ही उनकी भर्ती करते हैं। श्रामन्, जहाँ तक उनकी नियुक्ति का प्रश्न है, इसमें न कोई क्राइटीरिया रखे हैं, न कहीं एडवर्टिजमेंट करने हैं, न कहीं इसकी सूचना मिलती है, सिर्फ बैकडोर से केजुअल लेबरर्स की बहाली होती है। इससे क्या होता है कि जो गरीब हैं, जो शैड्यूल कास्ट्स, शैड्यूल ट्राइब्स हैं जिनको बैकडोर से आने को क्षमता नहीं है, उनको सरकार का संरक्षण रहने हुए भी नौकरी नहीं मिलती है।

मैं मंत्री महोदय से जानना चाहूंगा कि साढ़े तीन लाख जो आपके यहां केजुअल लेबरर्स हैं, उनमें से कितने शैड्यूल कास्ट्स और शैड्यूल ट्राइब्स हैं और चूंकि उनको आरक्षण के अनुसार मिले, उसके लिए आप एडवर्टिजमेंट करें और इसकी नियुक्ति आरक्षण के अनुसार उनको पद मिले, उसके लिए क्या आप डिक्लिन-वाइज हरिजन सैल गठन करने की उपाय करेंगे ?

**SHRI A. B. A. GHANI KHAN CHOUDHURY:** I do not have the figure of Scheduled Castes and Scheduled Tribes etc. As I said, the total number is 2.35 lakhs. We do not bother about casual labour with the contractors. It is their contractual obligation. The Hon'ble Member referred to backdoor method. Is he referring to corruption? I am not aware of that. I will be grateful to the Hon'ble Member if he has any information about corruption. If he passes on that information to me, I will certainly look into it. I do not know whether there is anything like back-door in the Railways.

**श्री राम भगत पासवान :** अनेक सूचनाएं हैं इस बारे में...

**श्री उपसभापति :** भेज दीजिए उनको।

**SHRI DIPEN GHOSH:** I have given, my name.

**MR. DEPUTY CHAIRMAN:** So many have given their names.

**SHRI DIPEN GHOSH:** What is the order?

**SHRI PARVATHANENI UPENDRA:** You should alternate between this side and that side.

**SHRI DIPEN GHOSH:** If you have noted down the names, it does not mean that the order you maintain is right.

SHRI M. S. RAMACHANDRAN: The Hon'ble Railway Minister in his answer has made the Directive Principles under the Constitution most casual. Under the directive principles of the Constitution the State has a duty towards the workmen in general and the Railway Administration has got a moral duty to take care of the labour employed under them. Under the various case laws established by a number of High Courts and the Supreme Court, the terms 'casual' and 'temporary' have been defined. Casual labour can be engaged for odd jobs of casual nature. And temporary labour can be employed in jobs which are essentially of temporary character. These two norms have been given a go-by by the Railway Administration in the engagement of casual and temporary workers.

Normally we can understand if some persons can be employed temporarily for a few days or months. But here they are kept temporary for their whole life time. They are permanently temporary. This is a very unfair treatment to the labour. And this proportion of 25 per cent against the total labour force does not exist in any other industry in the country. Promotion from casual to temporary will not be a relief. They should assess what is their requirement of permanent labour force and to that extent they should regularise all these temporary and casual workers in their posts. What the Railway Administration is doing is that they are deliberately suppressing this permanent requirement. If there is no deliberate suppression there is no justification for continuing these temporary and casual workers for years together. I want a specific assurance from the Hon'ble Minister that they will take steps to assess their permanent complement of labour and regularise their casual and temporary workers as soon as possible on that basis.

SHRI A. B. A. GHANI KHAN CHOUDHURY: This is the same repetition. I said that if there are no

vacancies, I overnight cannot declare that all casual workers will be absorbed. It cannot be done in any industry. Nor can it be done in the Railways. We have to look into the economy of Railways. I have been repeating this very often.- Apart from that, the Railway management does not only pursue a particular policy with regard to labour. There are trade union organisations, recognised trade union organisations, and we are in consultation with them and also the management. We are pursuing a policy and under that policy we obviously try to accommodate them as and when there are vacancies. If there are no vacancies, I do not think that we can open a charitable institution and contact everybody and appoint whomsoever comes there. (Interruptions). This accumulation of strength has not been there for one or two years; but it has been there for decades. (Interruptions). Unfortunately.

SHRI DIPEN GHOSH: Sir, I object to it. (Interruptions)

SHRI SURESH KALMADI: Sir, is this the way to reply? (Interruptions)

MR. DEPUTY CHAIRMAN: He is making his observations. Don't disturb him now.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Unfortunately, this state of affairs is there which is bad. I do admit it. But we have to look to the economy of the Railways and we have to absorb them for productive purposes. We cannot absorb them for the sake of absorption. As we are thinking of expanding our activities, I do hope that quite a large number will be absorbed.

MR. DEPUTY CHAIRMAN: Yes, Mr. Upendra.

SHRI M. S. RAMACHANDRAN: Sir, I want a clarification.

SHRI DIPEN GHOSH: Sir, I want to know what sort of an order you are maintaining.

MR. DEPUTY CHAIRMAN: I am not required to tell. (Interruptions)

SHRI DIPEN GHOSH: Sir, I raised my hand when nobody raised his hand.

MR. DEPUTY CHAIRMAN: I did not see that.

SHRI DIPEN GHOSH: That is the trouble. That is the trouble with your eyes and not with me.

MR. DEPUTY CHAIRMAN: How can you say that? He rose earlier. You will get your chance. Don't worry.

SHRI DIPEN GHOSH: The point is that I raised my hand when the Minister was replying to the first question and nobody had raised his hand at that time.

MR. DEPUTY CHAIRMAN: No. I had written your name after three persons.

SHRI DIPEN GHOSH: That is the trouble.

MR. DEPUTY CHAIRMAN: Now, do not waste the time of the House. It is not something so serious that some bombs will explode. You will get your chance. Yes, Mr. Upendra.

SHRI PARVATHANENI UPENDRA: Sir, I am inclined to agree with the honourable Minister that we cannot do away with the casual labour system, particularly in an organisation like the Railways which has to undertake a lot of work throughout the country. This particularly applies to project labour. There was a proposal earlier to convert them into a kind of land army or construction army who could be shifted from one project to another. But some practical difficulties came in because the people in the lowest category of jobs cannot be allowed to function in other States where local labourers clamour for jobs. So, there is a case in the case of project labour. But our main concern is about the casual labour employed in the other sectors like open lines, workshops, hospital and other places, where they have been working for years together as casual labour. In this connection, I would like to

mention about the gangmen also. We require gangmen round the year and we require them continuously and there is no reason why they should be treated as casual for years together. In 1982-83, only 11,000 gangmen were absorbed in the permanent category and only a 16,000 posts were sanctioned under the decasualisation scheme. I would like to know from the honourable Minister whether he would try to speed up the decasualisation scheme as far as the casual labour is concerned.

SHRI A. B. A. GHANI KHAN CHOUDHURY: The process of decasualisation is being continued. You see, as you have very rightly said, there are certain basic reasons for which the Railways had to employ the casual labour from time to time. I have given the reasons why we had them and I have also admitted on the floor of the House that the departmental work is not in vogue in the Railways. I have also said that we are trying to start departmental work. Now, normally, the Railways do the work through the contractors. Now, we are thinking of doing the work departmentally and I have every reason to believe that quite a large number of them will be absorbed if we start the departmental work. But there are certain difficulties, Mr. Deputy Chairman, Sir, which I have also explained earlier. There is departmentalisation. But still we can see whether the way we are going to do it is profitable or is paying. Some experts are suggesting that departmentalisation is better. Anyway, I will take the mid-way. I will start with departmentalisation and also contractors' work. I do not think we can do away altogether with contractors' work. Now, with regard to the gangmen and others, where there are possibilities and vacancies are there, I can assure the hon. Members that they will be absorbed permanently. (*Interruptions*)

MR. DEPUTY CHAIRMAN: Mr. Dipen Ghosh.

AN HON. MEMBER: It is already half an hour over one question only.

MR. DEPUTY CHAIRMAN: No other question. (*Interruptions*)

SHRI DIPEN GHOSH: The point is that the hon. Minister has stated that he has to look after the economy of the Railways. Yes. But, at the same time, „he is also supposed to look at the labour laws of our country, particularly the labour laws framed by his own Government. As an employer the Railway Department must abide by the labour laws framed by the Government of India in the matter of employment of casual labour in the Railways. They are not abiding by the labour law framed by the Government of India. The fact that the casual labour is being employed for more than 120 days or 180 days or that the casual labour is being appointed for the nature of a job which is neither casual nor temporary. Sir, they are put to employment for many years—5 years, 10 years or 15 years. Does it mean that they were employed for casual nature of job? No. So, naturally the fact that this casual labour is being employed by the Railways for more than 120 days in the case of open-line, for more than 180 days in the case of projects and for more than 360 days in the case of other work proves that these employees are required for the permanent nature of job. So I want to know from the Minister whether his Ministry has reviewed this particular position and on the basis of that review whether he is prepared to convert these types of posts into permanent posts, leading to consequential benefits to the casual labour,

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, I have already observed that this is under our regular observation. A number of writ petitions are pending in the Supreme Court \_\_\_\_\_ (*Interruptions*)

MR. DEPUTY CHAIRMAN: Hear him first.

SHRI A. B. A. GHANI KHAN CHOUDHURY: You are talking of violation of basic provisions of labour laws.

SHRI DIPEN GHOSH: Exactly.

SHRI A. B. A. GHANI KHAN CHOUDHURY: I think the Supreme Court would have given a clear-cut judgement. The Supreme Court has not given a clear-cut judgment. (*In\*terruptions*)

SHRI DIPEN GHOSH: You know the lacuna. Are you taking advantage of this lacuna? (*Interruptions*)

MR. DEPUTY CHAIRMAN: Let him finish.

SHRI A. B. A. GHANI KHAN CHOUDHURY: What I was trying to say, Mr. Deputy Chairman, Sir, was that there are a number of writ petitions before the Supreme Court about the treatment and terms of employment of casual labour. In pursuance of certain observations made by the Court we are actively considering grant of temporary status to project casual labour on completion of 360 days of continuous employment. These are the things that we have been asked by the Supreme Court to consider these avenues and we are actively considering them. And I don't think there is any gross violation of labour laws by this.

SHRIMATI MONIKA DAS: The honourable Minister said that in 1981 the number of casual labour was 5 lakhs and it has come down now to 3-1/2 lakhs. But is it not a fact that some of these casual labourers are those given jobs on compassionate grounds? When the father working in the Railways dies or the mother dies or the brother dies, their dependents are given jobs on compassionate grounds. But then even after three or four years those casual labourers are not made permanent. When the railway absorbs casual labour, is it not their duty to absorb those children who have been given jobs on compassionate grounds, and make them permanent? In South Central Railway there are nearly a lakh of

such workers. They were given jobs in 1979 and today it is 1984. Even after five years they have not been absorbed. On the contrary, I have come to know, their amenities and facilities are being stopped on the ground of lack of funds; some of them are also being retrenched. If you have no funds, why did you at all recruit them thus putting them in a soup now? Even after five years they cannot hope for a better life. Even after five years if they cannot be absorbed, where will they go? Will the honourable Railway Minister look into the matter and tell us what the fate of these one lakh workers will be in the South Central Railway?

SHRI A. B. A. GHANI KHAN CHOUDHURY: I have all sympathies for the casual labourers. I am not disputing that. But I have to look into the whole machinery of railways, not a particular issue. And I can assure the House that very soon I will begin the recruiting of casual labour. Nobody can take any casual labour. It is no use talking something which cannot be achieved. I am admitting, Sir, the system was wrong, the culture was wrong. They should not have adopted this culture, this system. We are today the victim of that culture, that system. And I can assure the House as quickly as possible we will rectify our past mistakes and as and when vacancies occur, we shall utilise them in productive purposes.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: It is heartening to listen to the Finance Minister talking about promotion of the word 'culture' in his reply to the debate on the Finance Bill and also to the assurance of the Railway Minister that he is determined to change this totally wrong culture. And now, the question may appear to be casual. I am happy to know that the administration has realised that the malady is not only real but substantial. Sir, anybody would agree with the broad and general propositions which

the Railway Minister has enunciated. We know that he has the constraint of finance, that the system cannot altogether be abolished. But the question is of degree. Today it has assumed Frankenstein dimensions and millions and millions of people are being exploited contrary to the professed declarations of our Government and the fundamental principles enshrined in Part IV. Therefore, I would like the hon. Railway Minister to remember that those things like 360 days of continuous work—I am underlined the words 'continuous work'—can be a very, very self-defeating process because by a single day's break of service, you can deprive that workman of his legitimate dues. But I would only request the hon. Minister to consider whether he would put up a special cell for knowing the progress in his very ambitious plan of changing the railway culture in this behalf and find out those areas where the mischief is the most and eliminate them. Sir, this is the question of a time-bound programme.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, I think, I have replied to this question earlier at length. And as to the suggestion of the hon. Member, well as I have suggested, we are continuously weighing the progress. Now, he wants me to institute a particular cell for this. Now, I will accordingly instruct all the Zonal General Managers to look into this question, and if necessary, a cell be instituted. And whatever can be done, we will do for productive purposes.

SHRI VISHVAJIT PRITHVIJIT SINGH: Sir, there has been a long discussion in this House on this problem of casual labour. The hon. Minister has stated that a wrong culture existed in the Railway Ministry, the culture being that of contractors. Now, I would like an assurance from the hon. Minister that he will look into this matter, not just by a special cell as asked for by hon. Shri Bhandare, but he will also see that



when this culture is changed and when the administration comes directly under the control of the Railway Minister all future persons to be employed will be employed from amongst the casual labour who have already been working for the contractors. And the cell should be involved in a process of identification of the casual labour, and the first job to be awarded under this new culture should go to those labourers who have already been working with the contractors on paltry wages for longer hours for no benefit whatsoever.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, so far as contractors' labour is concerned, We have no responsibility towards them. The contractors enter into contractual obligations and as soon as the contract is over, well, they go away with their labourers and all that. Now, with regard to the specific suggestion that has been made, I have already agreed that I will institute a cell and recommend to all the Zonal General Managers to look into the matter and to employ them on a productive way. As I have already said, I cannot just overnight finish a culture, finish a system. Nobody can do it. So, we will slowly and gradually try to do away with the contractor system and try to do things departmentally. But you can understand, Mr. Deputy Chairman, Sir, that it will take time and we are pursuing our policy in that direction. (Interruptions).

श्री सैयद अहमद हाशमी : मुझे आनरेबल रेलवे मिनिस्टर से बहुत हमदर्दी हैं।

अभी उन्होंने बीच में कहा था कि कुछ चीजें शायद यह करना चाहते हैं, करेज है, हिम्मत है, लेकिन कुछ तो गलत सिस्टम, गलत कल्चर जो था और कुछ प्लानिंग कमीशन का भी कसूर है। मैं आनरेबल मिनिस्टर से यह पूछना चाहूंगा कि क्या वह स्कावट, क्या

वह दुश्वारी जो इस प्राबलम को साल्व करने में रही है, इस गलत कल्चर में, क्या वह प्लानिंग कमीशन था और जिस तरीके से कि अभी इन्होंने इस बात का इतराफ किया और माना कि इस गलत कल्चर को हमें कम करना है।

तो मैं बड़े अदब के साथ पूछना चाहूंगा कि वह कितने दिनों में बन होगा, क्या अंदाज है? यह ठीक है कि जूनल मेनेजर्स को इन्होंने गाइड कर दिया है और सैल बना दिया है, लेकिन एक टारगेट बनाना पड़ेगा कि एक फेज में, दो फेज में या तीन फेज में, कितने फेजों के अंदर यह प्राबलम साल्व होगी?

[श्री सैयद अहमद हाशमी : میری

آنریبل ریپبلیمنٹ سے بہت ہمدردی ہے - ابھی انہوں نے بھیجے ہیں کہا تھا کہ کچھ چیزیں شاید یہ کرنا چاہتے ہیں - کریج ہے - ہمت ہے - لیکن کچھ تو فلو سسٹم فلو کلچر جو تھا اور کچھ پلاننگ کمیشن کا بھی قصور ہے - میں آنریبل منسٹر سے یہ پوچھنا چاہوں گا کہ کیا وہ ریکورڈ کیا وہ دستاویزی جو اس پرابلم کو سولو کرنے میں رہی ہے اسکا فلو کلچر میں کیا وہ پلاننگ کمیشن تھا - اور جس طریقہ سے کہ ابھی انہوں نے اس بات کا اعتراف کیا اور مانا کہ اس فلو کلچر کو ہمیں کم کرنا ہے - تو میں بڑے ادب کے ساتھ پوچھنا چاہوں گا کہ وہ کتنے دنوں میں کم ہوگا - کیا انداز ہے - یہ ٹھیک ہی ہے کہ جنرل منیجر کو انہوں نے گانڈ کر دیا ہے اور سٹیل بنا دیا ہے - لیکن ایک ٹارگٹ

بدانا پوے ؟ کہ ایک پیج میں  
 دو پیج میں یا تین پیج میں  
 کلمے پیچھے کے اندر یہ درالہم سولو  
 ہوگی۔ ]

SHRI A. B. A. GHANI KHAN CHOUHDURY: Mr. Deputy Chairman, Sir, I may just be permitted to quote Sir Winston Churchill who has said: "Let us not quarrel with the past; let us think of the present and the future". I am also not quarrelling with the past. I can assure the hon. House that as soon as possible, it is very difficult as a Railway Minister to make a commitment on the floor of the House of a particular date, and speedily as possible we will set up this cell in all the zonal railway offices.

SHRIMATI MAIMOONA SULTAN: Sir, I find the answers of the hon. Minister both interesting and edifying. He said earlier that the railways is not a charitable organisation. Certainly it is not. But it is not the charity that we are asking for. It is the justice we are talking about. Now, there is certain legislation to protect the interests of the casual labour. But you interfere with that, with that process of justice when you disrupt the continuity of service of the casual labour for continuing 20 days or 30 days, so that that continuity of service is not there which is prescribed. Secondly, Sir, if a casual labourer works for ten years, or fifteen years or five years, or for a particular period stipulated by law, still you say that you do not have the vacancies. That means that there is administrative failure on your part and you are not able to create that vacancy because there is continuity of work. So, I would like to know from the hon. Minister whether in that case he will assure the House that if in the continuity of service of the casual labour the question of effectiveness does not come in between, he will see to it that suitable vacancies are created for the purpose and one more thing there is ...

SHRI A. B. A. GHANI KHAN CHOUHDURY: I have replied at length to the question. There is a lot of talk about the culture.

श्री उपसभापति : छोड़िये, कल्चर तो अच्छी है।

SHRIMATI MAIMOONA SULTAN: What I want to say is that there is the culture that justice should be done to them. Our culture denies that justice should be done to them. That is our culture.

SHRI A.B.A. GHANI KHAN CHOUHDURY: With regard to the charitable institutions I have made my observations. What I meant is this, namely, that we have to look into the economy of the railways. In a public sector, Mr. Deputy Chairman, Sir, normally huge losses are suffered and all that and that is one of the reasons why the faith of many of us is shaken in the public sector because the pressure is to take more people, take more people, take more people. Well, when you say, take more people, take more people, ignoring the entire economy of the thing, I think you do positive damage to the particular organisation. Here I am not pursuing anti-labour policy. No Government in a democratic set-up like India can pursue anti-labour policy; it cannot last even 24 hours if they pursue anti-labour policy. But I have to look to the economy of the nation. I just cannot, for the sake of money, take all the workers overnight. This cannot be done. We have to look to the economy of the country. Everybody in the House has suggested certain things; some have asked for the expansion; some have asked for privatisation some have asked for double line etc. etc. But I am sorry to say that only a negligible number of things we have been able to do. What is the constraint? Constraint is funding of the Railways. Proper funding has not been there. I am not saying it with any relation between the absorption of casual labour and the funding. That is not my basic point. The basic point is that one has to look to the economy

of the Railways and in doing so, we have to see the vacancies; we have to take into account other considerations and then we will be able to absorb, I have already given the assurance to the House that we will constitute a cell and we will see how quickly we can pursue this policy.

Mr. DEPUTY CHAIRMAN:" Next question.

\*223. [*The Questions (Shri V. Go-palsamy) was absent. For answer, vide col. 25-26 infra*].

**Rail Link between Nasik Road and Pune-**

\*224. SHRI SHANKARRAO NARAYANARAO DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to connect Nasik Road railway station with Pune railway station by rail *via* Sangamner or Junnar in Maharashtra;

(b) whether any survey has been conducted in this regard; and

(c) Whether any committee has been appointed for the purpose?

THE MINISTER OF RAILWAYS' (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) No, Sir.

(b) Not in the recent past.

(c) No, Sir.

SHRI SHANKARRAO NARAYANARAO DESHMUKH: In view of the changed circumstances due to industrial development, establishment of Central and State Government establishments, does not the Government think that it is a pressing necessity to undertake the scheme in the interest of the public? Secondly, in view of these difficulties being faced, is it not desirable that the scheme may be taken up?

SHRI A. B. A. GHANI KHAN CHOUDHURY. Many things are

desirable; I am not disputing it but due to resource constraint, it is not possible to implement it.

SHRI SHANKARRAO NARAYANARAO DESHMUKH: What I mean is different. With regard to Nasik Road station, the Railway authorities desire that it may be made a terminus and, therefore, they intend to have another line from Nasik to Pune because so many new industrial establishments have come up there; new air-fields have come up there; new Government establishments have come up there and there is a great rush and people are stranded for days together. Therefore, is the Railway Minister considering this point, or will he apply his mind to it?

SHRI A. B. A. GHANI KHAN CHOUDHURY: There is no proposal to have a line from Pune to Nasik Road via Sangamner or Junnar. A survey was conducted in 1970-71 for a line between Kalyan and any suitable point on paund-Manmacl section. The purpose was to carry overflow of traffic from north-west and south-east Ghat lines. This was not done because of resource constraint. In order to ease the traffic, what we have today done is . . . the line between Khasra and Igatpuri and (b) between Karjot and Lonavla was sanctioned. In regard to the Khasra-Igatpuri line, 93 per-cent of the work has been completed and during this year, it will be open to traffic. In regard to Karjot-Lonavla line, 75 per cent of the work has been completed. When this is completed, traffic will be eased to a great extent. The distance between Nasik Road and Pune is 200 Kms. A rough estimate made indicates that this will cost about Rs. 100 crores. At present, as I have said, we do not have any proposal in regard to this line. As I said, the present proposal is going to ease the traffic and I do not think we require to implement the proposal of the hon. Member.

SHRI SHANKARRAO NARAYANARAO DESHMUKH: When was