

RAJYA SABHA

Monday, the 13th June, 1977/the 23rd
Jyaistha, 1899 (Saka)

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

ABITUARY REFERENCE

MR. DEPUTY CHAIRMAN: I have to refer with profound sorrow to the passing away of **Shri B. S. Savnekar**, an ex-Member of this House.

Shri Savnekar born in 1902 at Savana in Maharashtra State, was educated at Indore. A great social worker, he took keen interest in the improvement of the lot of Harijans, kisans and labour. He was closely associated with the Indian National Congress and held various important offices in that organisation. He was a Member of the Legislative Council, Andhra Pradesh in 1957-58. He was elected to the Rajya Sabha in 1960 and again in 1966. He made valuable contributions to the debates of this House during his tenure of Membership.

We deeply mourn the passing away of **Shri B. S. Savnekar**.

I would request the Members to rise in their places and observe a minute's silence as a mark of respect to the memory of the deceased.

(Hon. Members then stood in silence
for one minute)

Secretary-General will convey to the members of the bereaved family our sense of profound sorrow and deep sympathy.

ORAL ANSWERS TO QUESTIONS

Cancellation of Trains in Jodhpur Division

*1. **SHRI JAGAN NATH BHARDWAJ:**
SHRI KHURSHED ALAM KHAN:†
SHRI JAGDISH JOSHI:
SHRIMATI AMARJIT KAUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of trains were cancelled in May 1977 in the Jodhpur Division; and

(b) if so, what were the reasons thereof and what action Government have taken to save the travelling public from the inconvenience resulting from such dislocation of traffic in future?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) 15 pairs of passenger carrying trains were cancelled on Jodhpur Division for periods varying from 1 day to 9 days during May, 1977.

(b) The cancellation of these trains was on account of mass absenteeism of loco running staff. With the help of the available staff steps were taken to maintain the running of all Mail/Express trains and at least one passenger train on each section of the Division to cause least inconvenience to the travelling public.

SHRI KHURSHED ALAM KHAN:
This does not appear to be a very healthy sign at the beginning of this Session. I would like to know whether it is not a fact that the trouble in the Jodhpur Division was due to discontentment among the staff and that they still feel hurt and aggrieved. What is going to be done by the railway authorities to remove their grievances so that such strikes are not repeated or such a stoppage of work is not repeated in the future?

†The question was actually asked on the floor of the House by **Shri Khurshed Alam Khan**.

PROF. MADHU DANDAVATE: Sir, it was not a strike. Even those who absented themselves from work did not describe it as a strike. It was absenteeism. Some of the workers actually sought a memo from the loco-shed and that was to be handed over to the medical officers to inform the administration that because of illness or sickness they could not attend. Anyway, after taking the memo, many of them did not approach the doctors; they remained absent. No legal notice of strike was given. However, we came to know through informal sources that one of the reasons was that one of the employees who was a driver, Shri Manmohan, was removed from service by G.M. under D.A.R. for insubordination and using abusive language towards the DME. That was really the major reason for which the absenteeism was there. The various trains which were dislocated ranged from one day to nine days. The attitude taken throughout by the Government was that no disciplinary action should be provoked. If it is absenteeism, it should be treated as a case of 'no work, no pay'. Let there be no termination of service, no suspension, no dismissals. At the same time, informally the leaders of the workers were told that this was not a recognised union and we could not enter into agreements with a union that was not recognised. Anyway let all of them go back to work and whatever was the grievance would be looked into. After 13 days almost all the workers went back to work. And when they went to work, after 15 days even we were thinking of reinstating this worker who had misbehaved, with minor punishment. He was reinstated after 15 days. There was no trouble and because of the manner in which we handled absenteeism, there was no escalation of the trouble. Absenteeism remained restricted only to the Jodhpur Division. It could not spread to the Bikaner Division even, not to speak of spreading this particular eventuality in the rest of the

country. Due to the manner in which the situation was handled, we did not allow it to grow into a law and order situation, nor did indulge in suspensions, or dismissals. Ultimately the matter has been settled. In the meantime we utilised the services of the staff that was available and with their help a skeleton service was maintained with the least inconvenience to the public.

SHRI KALI MUKHERJEE: People have become fearless and courageous. Very good.

PROF. MADHU DANDAVATE: Are you referring to the Ministers?

SHRI KHURSHED ALAM KHAN: I am grateful to the hon. Minister for explaining the difference to me between the strike and the absenteeism but the fact remains that there was dislocation of services, whether it was a strike or it was absenteeism. I would like to mention that I hope it is not the beginning of the eroding of discipline which was created in this organisation after a long struggle. Therefore, I would also like to know whether it is a fact that such discontentment is noticeable in the other Divisions also, including the loco-staff, and this situation is responsible for the slide-back in the operating efficiency and punctuality of the trains, of late.

PROF. MADHU DANDAVATE: Sir, the hon. Member is trying to widen the scope of the question. I do not mind if you permit him to widen the question because he is coming to the question of punctuality on which there is also another question and to which I will be giving a detailed reply. Anyway, in this connection I would like to say that from a particular case, the hon. Member is trying to generalise the whole situation in other Divisions also. We are aware of the fact that in such a huge undertaking like the Railways, there are pending grievances. There is an element of restlessness. But at the same time it is a fact that industrial relations in Railways today are far better than what they were at any

other time, and it is for the simple reason that whenever the representatives of the unions, whether recognised or unrecognised, approached us, the authorities have been instructed not to give them an impression that we wished to keep all the matters pending. I am very happy to tell the House that in the duration of one month I have been able to dispose of 16,000 pending cases, which are the grievances of the railway workers and, I think, it is for the first time that the railway workers have a feeling that there is approachability with the Railway Ministry. A number of problems can be handled and we always tell them that although their grievances are legitimate the financial situation of the economy has also to be taken into consideration. We will place before their unions the facts and figures and whatever demands are to be tackled will be tackled in co-operation and consultation with the trade unions. This is the phrase which I used in my Budget speech also. In cooperation and consultation with the trade unions, the problems will be solved, and, therefore, as a result of that, I dare say that the discontent is not mounting but the feeling is there among the people that the problems are likely to be solved in the near future.

SHRI KHURSHED ALAM KHAN: But there is a slide-back in the operating efficiency. Of course you will admit that.

MR. DEPUTY CHAIRMAN: Shri Bhandari.

श्री सुन्दर सिंह भंडारी : मैं मंत्री जी का ध्यान इस बात की तरफ आकर्षित करना चाहता हूं कि इस डिब्बीजन में जो स्केलेटन सर्विस चलाने की बात मंत्री जी ने कही है, तो नोरमली भी कई लाइनों पर स्केलेटन सर्विस चल रही है। पिछले समय से ही कोल काइसिस के कारण आपने बहुत सी गाड़ियां बन्द कर दी थीं, तो स्केलेटन सर्विस आपने जहां शुरू की है, यह आपके ध्यान में होगा

कि कई लाइनों पर चार-चार पांच-पांच दिन तक एक भी रेलगाड़ी नहीं चली है और जो आपने एक से नौ दिन का स्पैन दिया है इस में कई ऐसी भी सर्विस हैं जहां पर एक भी गाड़ी पांच दिन तक नहीं चली। तो ऐसी अवस्था में स्केलेटन सर्विस को ध्यान में रखते समय, और जितनी आसानी से रेलवे एडमिनिस्ट्रेशन छोटे से कारण पर भी गाड़ियां रद्द कर दिया करता है, इन चीजों को फिर से न होने देने के बारे में कुछ कठोर कदम उठाने और दूसरे आल्टरनेटिव अरेंजमेंट में गाड़ियां चलाई जाने के बारे में विचार किया जायेगा या नहीं ?

प्रो० मधु दण्डवते : मान्यवर, यह जो सवाल पूछा गया है, मूल प्रश्न के साथ संबंधित नहीं है। लेकिन कुछ कार्यवाही करने के लिए जो सुझाव रखे गये हैं, उनकी तरफ मैं जरूर ध्यान दूंगा, यह मैं उन्हें आश्वासन दिलाता हूं।

Formulation of Endosulfan and D.D.T. by the Hindustan Insecticides Limited

*2. **SHRIMATI LEELA DAMO-**

DARA MENON:†

SHRIMATI SUSHILA SHAN-

KAR ADIVAREKAR;

SHR NABIN CHANDRA

BURAGOHAIN;

SHRI NRIPATIRANJAN

CHOUDHURY;

Will the Minister of **PETROLEUM, CHEMICALS AND FERTILIZERS** be pleased to state;

(a) whether the Hindustan Insecticides Limited has started making formulations of some pesticides like Endosulfan and D.D.T.;

(b) if so, what are the details in this regard; and

†The questions was actually asked on the floor of the House by Shrimati Leela Damodara Menon.