

comments of the Comptroller and Auditor General of India thereon.

(ii) Review by Government on the working of the Company. [Placed in Library. See No. LT-6738/74 for (i) and (ii)]

(I) The Delhi shops and Establishments (Amendment) Rules, 1974

(II) Revised Estimates (1973-74) and Budget Estimates (1974-75) of the Employees State Insurance Corporation

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA) : Sir, I beg to lay on the Table:—

I. A copy (in English and Hindi) of the Delhi Administration Notification No. F 4(16)/74/CIS/Lab. dated the 29th March, 1974, publishing the Delhi Shops and Establishments (Amendment) Rules, 1974 under sub-section (3) of section 47 of the Delhi shops and Establishments Act, 1954. [Placed in Library See No. LT—6734/74]

II. A copy (in English and Hindi) of the Revised Estimates for the year 1973-74, and the Budget Estimates for the year 1974-75 of the Employees State Insurance Corporation, under section 36 of the Employees State Insurance Act, 1948. [Placed in Library See No. LT-6888/74]

REPORTS OF THE PUBLIC ACCOUNTS COMMITTEE

SHRI SAWAISINGH SISODIA (Madhya Pradesh) : Sir, I beg to lay on the Table a copy each of the following Reports of the Public Accounts Committee (1973-74) :—

(1) Hundred and Twelfth Report on action taken by Government on the recommendations of the Public Accounts Committee contained in their 82nd Report (Fifth Lok Sabha) on paragraphs contained in the Audit Report (Defence Services) 1970 and Report of the Comptroller and Auditor General of India for the year 1969-70, Central Government (Defence Services).

(2) Hundred and Eighteenth Report on action taken by Government on the recommendations of the Public Accounts Committee contained in their 88th Report (Fifth Lok Sabha) on chapter V of the Report of the Comptroller and Auditor General of India for the year 1970-71, Union

Government (Civil)—Revenue Receipts relating to other Direct Taxes.

(3) Hundred and Twenty-sixth Report on paragraphs relating to Railway Operations and Expenditure included in the Report of the Comptroller and Auditor General of India for the year 1971-72, Union Government (Railways).

(4) Hundred and Twenty-ninth Report on Report of the Comptroller and Auditor General of India for the year 1971-72, Union Government (Civil) relating to the Ministry of Education and Social Welfare.

(5) Hundred and Thirtieth Report on Audit Reports of the Accounts of Coffee Board for the years 1965-66 to 1971-72

REPORT OF THE COMMITTEE ON PUBLIC UNDERTAKINGS

SHRIMATI PURABI MUKHOPADH-YAY (West Bengal) : Sir, I beg to lay on the table a copy of the Fifty-third Report of the Committee on Public Undertakings (1973-1974) on action taken by Government on the recommendations contained in their Twenty-eight Report on Indian Airlines.

**STATEMENT BY MINISTER
AUTOMOBILE TYRES AND TUBES**

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI M.B. RANA) : Sir, I beg to lay on the Table a statement (in English and Hindi) regarding automobile tyres and tubes.

**CALLING ATTENTION TO A MATTER RE
OF URGENT PUBLIC IMPORTANCE**

Reported Decision by over 100 Railways Unions to go on Indefinite Strike and Cancellation of a large number of Trains

SHRI HARSH DEO MALAVIYA (Uttar Pradesh) : Mr. Chairman, I beg to call the attention of the Minister of Railways to the situation arising out of the reported decision of over 100 unions in Railways to go on indefinite strike from May 8, 1974, and the cancellation of a large number of mail, express and passenger trains by the Railway authorities.

[Mr. Deputy Chairman in the Chair]

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Mr. Deputy Chairman, Sir,

It is a fact that strike notice has been served on three Zonal Railway Administrations on the 22nd and on six Zonal Railway Administrations on 23rd. The strike notice has been sent by the recognised unions affiliated to the All Indian Railwaymen's Federation and some unrecognised unions.

It is a matter for great national concern that at this juncture when negotiations have been started between the Railway Ministry and the staff representatives that they should take such an ill-advised step. I met them on the 18th of April and subsequently negotiations were started on the 20th April with Shri Shafi Qureshi, Deputy Minister in the Ministry of Railways. It is very unfortunate that these negotiations had to be adjourned after it had made some progress on the 20th due to sad demise of Shri Shafi Qureshi's father. The negotiations had therefore to be postponed to 27th, i. e. tomorrow.

As I have already expressed on more than one occasion, I am prepared for a negotiated settlement with staff representatives. While such is the case, I appeal to the House to consider whether it was not inopportune for the staff side to serve the strike notice and create a panicky situation in the country, at a time when we have all to cooperate and do everything possible to avert dislocation to the nation's life-line.

I appeal to all the staff in the Railways to consider this aspect and to keep in mind the fact that negotiations are in progress and not to take any precipitate step which will be harmful to the country's economy.

Railwaymen of all categories belonging to all departments have been doing commendable work and I can assure the House that I am always ready to do whatever is possible in the interest of staff welfare. When such is the case, what is the need for service of the strike notice, especially while negotiations are in progress.

To meet the situation arising out of the threatened strike, the railways have had to cancel departmental services and to prune the number of Mails, Expresses and Passenger services. This will help to conserve fuel so as to enable the Railways to meet, to the extent possible, the essential requirements of economic activity of the country.

May I ask for full support from the House in dealing with the situation that has arisen. While everything possible will be done to avert the strike by striving to arrive at a negotiated settlement, if a strike, is forced upon the Railways, we will take all possible steps to keep up the movement of essential commodities required for the community.

I will also appeal to the people to face the difficulties arising out of such strike and lend their support to us.

SHRI HARSH DEO MALAVIYA : Sir, the notice of 100 unions in the Railways to launch a strike on May 8 has very naturally caused concern to the whole nation. The Railways have been rightly called the life-line of the country. The Railways have a fleet of 12,000 locomotives, 31,000 coaching vehicles, 3,58,000 goods wagons. About 10,000 trains are running daily to serve 6800 stations. More than 50 lakh passengers travel a day by trains. About five lakh tonnes of food is carried. If this is dislocated, naturally the entire country would be in a great trouble and so we sincerely appreciate the concern which has been voiced by the Railway Minister. The Railwaymen have put forward an eight-point demand which includes payment of a minimum bonus, and job evaluation with need-based minimum wages. I feel that these are the two out of the eight demands and I hope the Railway Minister will let us know what are the other demands. I believe out of the eight, these are the two most important demands.

Sir, I would like to submit the following. The problem of the Railways has been before us. There was recently a loco strike. Then also there was a general feeling in the country that in handling the situation as much care and as much attention was not given as the situation demanded. This railway trouble has been before the nation for a long time. And certainly we would all wish that our Minister and the Ministry would have moved in the matter earlier. I would submit in all humility that the Railway Minister and the Ministry perhaps relied too much on the Railway Board officials with whose functioning nobody is satisfied. However, that is not my point today. My point today is that we all sympathise with the railwaymen.

The whole country is suffering from economic crisis. There is dearth which should be borne in mind. The average minimum income of a railway worker in India is around

Rs. 350. So, on an average, a railway worker is earning in India at the minimum level about Rs. 4,000 a year. In this poor country of ours the *per capita* annual income is placed at about Rs. 650. And it is also well known that 40 per cent. of our population is living below the subsistence level. That is, about 24 crores of people are living below subsistence level as revealed by hon'ble Mr. Dharia. The nation is passing through a crisis. Therefore, the railwaymen should realise that they are in a far better position than a very large number of citizens in this country. And the nation being situated as it is today, I believe the nation at large would be justified in expecting that the railwaymen would realise the problems facing the nation and will not precipitate a strike and will not disturb the lifeline of our country which would lead to further troubles leading to shortage of coal, shutting down of factories, power crisis and upsetting supply of all kinds of things. The better thing would be that the railwaymen, along with the whole nation, develop an understanding of the deepening crisis in our country and try to improve it. They should contribute to better movement of coal, for example. We are told. I am speaking subject to correction—that almost 9 lakh tonnes of coal are lying at the pitheads and not being moved. So many shortages are there. The power supply is being cut.

In the Budget presented by the hon'ble Railway Minister we know there is already a deficit of about Rs. 190 crores, if I remember aright. Therefore, in these conditions, to precipitate this situation would be not in the interest of the country. In view of the fact that the Minister said that he is prepared to discuss all questions with the railwaymen, let the whole House wish Godspeed to the railwaymen, to their representatives and the Minister to come to an agreement.

But, Sir, I must voice one feeling. Sometimes I am inclined to feel, we are inclined to feel on this side of this House, that there is a political motivation, not among all the railway leaders but among some of the railway leaders. There is a political motivation and the aim is the coming Presidential election. They want that the elected democratic governments, the democratically elected people should be ousted from power. In Gujarat they have been ousted, in Bihar they should be ousted and in other places they should be ousted so that a crisis situation is created during the Presiden-

tial election in August. That is why they are creating this trouble.

And this trouble started ever since our Jan Sangh leaders have taken a fancy for workers' organisations and students organisations' the Vidyarthi Parishad, the Bhartiya Mazdoor Sangh and so on. Therefore, I would appeal to them also because I must immediately concede that I do not doubt for a movement the patriotism of any party, whether it is the Jan Sangh or any party. We regard them as patriotic as we are and they are as good Indians as we are. (Interruption) Even Marxists are patriotic. I would appeal to them to kindly treat the whole question in a dispassionate way. Some of the questions which I would like the hon. Minister to answer are: What are the demands of the railwaymen? Have workers in railway industrial establishments also served notice, in the Integral Coach Factory, in the Chittaranjan Locomotive Workshop, and in the Diesel Locomotive Workshop at Varanasi, to which I shall come later on? Are the allegations that railwaymen are being harassed and arrested true? If so, will you agree to stop it and will you ensure that they will all be released? Lastly, will you also take steps to correct the doings of your officers? (Time-bell rings). Half a minute more. I now read from a booklet: "The production of broad gauge steam locomotives in the country's only plant at Chittaranjan was also scuttled." Now we are going back to coal. "Meanwhile, American components of diesel engines started flooding the market and the successive chairmen of the Railway Board had nice trips to the USA at the cost of the country's economy." (Time-bell rings). If this continues at the top level, we cannot solve the problem.

SHRI L. N. MISHRA : Sir, his main question is, what are the demands. There are eight demands. It has been published in all the papers. If you like, I can read out. There is a long list. The first demand is that all railwaymen should be treated as industrial workers. The second is, the working hours of railwaymen should be reduced to eight hours. Third, there should be job evaluation and pending completion of job evaluation and reclassification, immediately there should be parity in wages with workers in other public sector undertakings. Then, dearness allowance should be linked to the cost of living index. There should be bonus at the rate of one month's wages for the years 1971-72 and 1972-73. Then there should be de-casualisation of

[Shri Harish Dev Malaviya]

all casual railwaymen and their confirmation in service. Next, adequate subsidised food-grains and other essential items should be provided. Then, all victimisation cases should be withdrawn. These are the main demands. I will not like to dilate upon their demands nor would I like to give my comments on them because we are going to negotiate on these demands and tomorrow the negotiations will start. Therefore, I think it will not be in the interest of the workers or the Railway administration or the people also if I give out my comments on these demands. I will beg of the House not to press for Government's views on these demands. But I must say that we are ready for a negotiated settlement. But there are some demands which we can never accept because they are beyond our means

But we are prepared for a negotiated settlement and I will be the happiest person to have a negotiated settlement.

MR. DEPUTY CHAIRMAN : Mr. Niren Ghosh.

DR. K. METHEW KURIAN (Kerala) : All these demands are legitimate.

SHRI HARSH DEO MALAVIYA : What about the Integral Coach Factory and other enterprises ?

SHRI L. N. MISHRA : I have not got the full information, but I have heard they are serving a strike notice, they are threatening to go on strike in other railway establishments also.

SHRI NIREN GHOSH (West Bengal) : I repudiate the suggestions and figures also of Shri Malaviya. I will place the facts before the House. The question asked is whether the railways can bear this financial burden. That is the question that is put. As far as I know the demands, if they are to be met in full, will amount to Rs. 250 crores. If only two basic items are taken, bonus and parity with other public sector undertakings, then it is Rs. 190 crores. And what is the condition of the railways ? It bears a social burden of Rs. 225 crores which it should not bear, in the form of low freight rates for both Indian and foreign monopolists, special concessions, as, for example, rebate on excise duty on sugar and such like things for export, for station-to-station rakes, uneconomic lines, etc. This burden amounts Rs. 225 crores. This

the railways can earn. They do not earn. And what about others ? As regards wastage, the dividend it gives to the General Revenues at present is Rs. 130 crores annually. Over the last 25 years this has amounted to more than Rs. 2000 crores. In no other country of the world are the railways supposed to give dividends to the General Revenues. In fact, the railways are subsidised as a public utility concern. Besides that there is coal wastage, unaccounted for coal. There is no weighing of coal. They annually lose Rs. 50 crores. This is due to corruption of the Railway Board and other high-ups. Then claims on pilferage amount to Rs. 50 crores. Demurrage, wharfage and handling amount to Rs. 15 crores. Sale of scrap to their favourites at under-value cost amounts to Rs. 10 crores. All this the railways can earn. It is all due to the railways, this amount of Rs. 460 crores. Out of this amount of Rs. 460 crores if the demands are to be met in full, then only Rs. 250 crores are needed. Now let us see whether the Government is sincere in negotiating. As regards the question whether the railways are an industrial undertaking, I should say only this that the ILO convention says that the railways are an industrial undertaking. The Second Pay Commission said it is an industrial undertaking. Mianbhoy Commission also says it is an industrial undertaking. It is hanging fire for a pretty long time. So it is nothing new. Only the Government bungles the issue. That is the point. All along I have seen the attitude of the railway Board, particularly of the Railway Ministry. And to some extent at least you will answer correctly. The workers have been agitating for their demands for the last 20 to 30 years and during these 20 to 30 years no justice has been done to them. Only a black ordinance was issued in 1962 to crush the agitation. That is the position. Now, during the loco strike is it not a fact that the Railway Board specially met the Prime Minister and urged upon her not to settle the issue and they started victimisation on a grand scale, and only when they could not break the back of the strike that they were forced to negotiate and settle the matter ? Not only that. These negotiations are hanging fire like this.

On the 27th February there was a National Convention. A letter was written and sent saying that the demands should be settled by

10th April. Then the strike notices had been sent on the 4th March. Negotiations started only on 12th March. And how did they start? An officer of the Railway Board was sent to negotiate, not Shri L. N. Mishra who was perhaps busy with Bihar affairs I do not know. That officer of the Railway Board frankly admitted that he had no authority to negotiate or to reply to their demands. It was thus done in a cavalier fashion. After only his deputy Shri Qureshi was sent. Here also no progress has been made. . . .

MR. DEPUTY CHAIRMAN : Please wind up.

SHRI NIREN GHOSH : I will take one or two minutes more. None of the vital demands was taken up. At the same time I should say that 1,000 workers of NFR and ER have been put under suspension and about 100 railway workers are behind the bar. Again the Railway Board has gone to the Prime Minister and assured her that they will not yield to their demands though they are just. The basic emolument of a railway worker at the lowest level is only Rs. 225/— whereas in the public sector undertakings it is anything between Rs. 350/- and Rs. 400/—. In Railways this basic emolument is including the D. A. that a Railway worker gets. That is the figure. Nobody can survive on this. The Railway Board wants full powers. All the repressive actions have been taken. Army has been mobilised. BSF has been mobilised. Territorial army has been mobilised. I want to warn the Government that the use of Army, BSF and Territorial Army which are parallel to Army in the internal affairs of the country potends to danger to the very future of India. Not only that; it is not the strike notice that has created panicky situation. It is the cancellation of many trains in order to mobilise public opinion in their favour and to set the public against the Railway workers and thus to crush the movement, that has created panic. To some they offered extra promotions, two years extension and extra money and what not. When all these things failed, they have mobilised Army and all repressive machinery. (*Time bell rings*), I am concluding. Lastly I want to say that the Railway can meet the demands in full. The Railway Board is playing the role of an evil demon. It is they who are holding the country to ransom. They are provoking strike. They want to crush it with the help of repressive forces so that in future there will be no agita-

tion in the Railways for a number of years. will say that if they do not settle their demands and if they provoke a strike, the entire workers, peasants and people of this country will come out in favour of the striking Railway workers. Their demands are reasonable. You settle them and do not hold the country to ransom. Otherwise, you will be responsible for the consequences.

SHRI L. N. MISHRA : Shri Niren Ghosh has covered many points and it is not possible for me to go into all those points. But it is not correct to say that the Railway Board met the Prime Minister or discussed with her. There was no meeting with her. But of course the Prime Minister can send for anybody. But there was no regular meeting between Prime Minister and the Railway Board.

About the cavalier fashion that he mentioned. Sir, I can only say that it is very unfair to say so. We are all very serious about this and we are applying our mind and we are trying to find a solution. And, Sir, we have met more than thrice. The first meeting was with me, the second one was with the Member (Staff) and the third meeting was with me again. The fourth meeting then was with Shri Qureshi. The negotiations are in progress in the sense that they have been interrupted only for a few days and tomorrow the negotiations will start again and I hope, Sir, that with the support from the House we will be able to achieve some results and that the strike would be averted.

Then, Sir, he had some grievances with the loyal workers. Sir, it is a fact that we recognise the services of the loyal workers and those workers who stand by the nation in this great economic crisis have to be rewarded and they will be rewarded. Of course, we shall give extensions to the retiring people, we shall give fresh increments to those young people who will be working loyally and we shall give preference to the children of the retiring people and who were and who are working loyally.

SHRI NIREN GHOSH : You don't do these things.

SHRI L. N. MISHRA : Sir, I have to serve the society and I have to serve the Government. Sir, India is not meant for these two million people alone—whatever may be their number—but I should say that I have every sympathy for the workers. . .

SHRI S. G. SARDESAI (Maharashtra) : Sir, is there any justification for saying that if certain workers are compelled to go on strike they are disloyal to the country ?

SHRI L. N. MISHRA : I have not said that and I will be the last person to say so. I say this because they are first my workers and then yours. They are my people and I will defend their case. I am proud of the railwaymen whose number is about two million or so. In my original statement I have paid tributes to them and said that they have been doing the work well and their work is really commendable and I have not meant any disrespect to any of my workers. Rather I am proud of my railway workers. whenever there has been a crisis, our workers, the railway workers, have risen to the occasion and proved equal to the task, whether it was the Chinese aggression in 1962 or the war with Pakistan in 1965 or the Bangladesh crisis in 1971, and the Indian railwaymen have never failed in their duty.

SHRI NIREN GHOSH : Is it not a fact that the officialdom has failed ? Is it not a fact that many workers have been victimised ?

SHRI G. LAKSHMANAN (Tamil Nadu) : Sir, I want to know from him whether there is not any political motive behind it

SHRI L. N. MISHRA : I will come to that later.

SHRI G. LAKSHMANAN : I want to put a straight question. I want to know whether there are political motives or political considerations.

MR. DEPUTY CHAIRMAN : Please wait. Your name is there and so, you will get a chance to put questions.

SHRI L. N. MISHRA : Then, Sir, about the financial implications, I should say that Mr. Niren Ghosh has got his own way of calculating and he says it is only about Rs. 200 crores.

SHRI NIREN GHOSH : It is an underestimate.

SHRI L. N. MISHRA : Why do you speak when I am speaking ?

Sir, even if it is only Rs. 200 crores, we have a deficit of Rs. 190 crores or so and the fares and freight rates have been raised. Sir,

if we want to meet commitments, even if not fully, it will mean a financial implication of about Rs. 350 to Rs. 400 crores and to meet them fully would mean a financial implication of about Rs. 450 to Rs. 500 crores.

SHRI NIREN GHOSH : I do not agree. My figures are correct.

SHRI L. N. MISHRA : If we have a deficit of about Rs. 450 to Rs. 500 crores. It will mean that I have to raise the fares four times and I have to raise the freight rates by four times.

SHRI NIREN GHOSH : You are giving wrong figures in order to mislead this House.

SHRI L. N. MISHRA : Sir, in these days of scarcities and shortages, it is not fair to raise the fares and the freight rates and I cannot do it and I will not do that to accept such a big financial commitment. Of course, we want a peaceful settlement and there are some demands which can be considered and they will be decided at the negotiating table.

SHRI NIREN GHOSH : You are not sincere in setting these issues.

MR. DEPUTY CHAIRMAN : Yes, Mr. Goray.

SHRI N. G. GORAY (Maharashtra) : Mr. Deputy Chairman, Sir, I look at the likely strike as one of the greatest calamities so far as our economic development is concerned and I am really surprised that the Railway Ministry is playing it cool and does not seem over much worried about the likely consequences of this strike threat.

Sir, I would like to ask the Government immediately to try to decide how far it is possible for them to meet the demands of the workers. I know that there are several demands. But I think I am not very wrong when I say that they are not going to press all the demands. It is not a question of 'Either take it or leave it'. There are going to be negotiations. So far as I have been able to understand, even those who have served the strike notice would also like to avert the strike. But this can be done provided it is possible to create a sense of fair deal. I am really surprised that instead of this work being given to the Railway Minister himself, it has been entrusted to Mr. Qureshi. It is not a reflection on Mr. Qureshi. But I really feel that when such a threat is there, when such

big issues are involved, when the entire economy of the country is threatened, it would have been much better if the Railway Minister himself, Mr. Mishra, had taken the initiative and he had chosen to sit across the table with the leaders of the railway unions.

Sir, the crisis is likely to be greater if the threat that was uttered yesterday on the floor of the Lok Sabha materialises. Some of the Members—Mr. Gopalan and Mr. S. M. Banerji for instance—said that if the railway people were to go on strike, there will sympathetic strikes by Defence workers and also in the Posts & Telegraphs Department...

SHRI NIREN GHOSH : Not only that There will be general strikes throughout India...

SHRI N. G. GORAY : Let me develop it in my own way. If the Posts and Telegraphs people, the Defence workers and the Railway employees go on strike, you can very well imagine what the consequences will be.

Now, there is one way of dealing with it: To sit at the negotiating table and try to meet their demands as much as possible and do everything, as much as possible. The other way is to threaten them and to create a sort of panic throughout the country. I would like to ask Mr. Mishra : Why is it that you are trying to create panic throughout the country and are cancelling railway trains ? Yesterday it was announced that about 96 trains were cancelled. Today again there is an announcement that about 100 trains are being cancelled. Do you think that you will profit by creating this sort of panic throughout the country ? I think it is a very wrong policy—this mobilisation of the police and the army and all that. It really means that they are starting a class war: the workers on the one side and all the Government paraphernalia on the other side. I suppose this is a very wrong policy. Therefore, I would like to know from the Railway Minister why he is adopting a twin-headed policy—to talk of peace, negotiations and settlement on the one hand, and on the other hand, create a sort of repressive machinery and create a sort of panic in the country ? That is one thing.

Secondly, Sir, so far as the demand that should be treated on par with employees of other public sector undertakings is concerned, this really means that you will have to think

of evolving a national wage and income policy, because we find that in banks and in other public sector undertakings the employees are getting a much higher remuneration than which is available in the Railways...

SHRI NIREN GHOSH : I would like to inform you that the Second Pay Commission said that the railway workers should be paid similar wages as in banks and the LIC...

SHRI N. G. GORAY : It is very obvious. Whether it is the Second Pay Commission or the Third Pay Commission, I have been saying it often here that the entire wage structure will have to be revised and we shall have to have a national wage and income policy. You cannot have a lift-man in the Reserve Bank of India getting Rs. 400/- and a Head Master in some Secondary School in some 'talug' in Bihar getting Rs. 250/-. It is impossible. They will go on strike. It is going to happen. Therefore, I want to know whether this particular negotiation will take a comprehensive view and will try to find out a *Via Media*, by which some of their demands for equalisation with the employees of public undertakings could be conceded.

This is my second point. So far as bonus is concerned, I do not know whether it will be possible for the Railways to pay bonus. I am really worried when he says that if all the demands were to be met, then the Railway Ministry will have to dish out 450 crores of rupees. It may be 300 crores of rupees.

SHRI NIREN GHOSH : 250 crores of rupees are needed to meet all the demands.

SHRI N. G. GORAY : So far as this bonus question is concerned, let us take a firm decision as to whether you are ready to consider all the railway employees on par with those who are working in the mines or in the steel factories or in other manufacturing concerns. If you really think that they are on par with the other employees in the public sector undertakings, then I would say that we should try to find out whether this bonus could not be paid in the form of debentures or in the form of bonds so that you will not have to dish out cash and add to the inflationary tendency in this country. The bonds may be repayable after 10 or 15 years or at the time of retirement. This thing should also be thrashed out and discussed.

[Shri N. G. Goray]

Then, Sir, I would like to say it is not correct to presume that the entire population looks at this strike notice with sympathy. Considering that 40% or 50% of the people are below the poverty line, people ask as to why it is that the railway people are going on strike? Whatever you may say, this strike is going to affect the movement of coal and foodgrains and the entire economy is going to be thrown out of gear. Let us be clear about it. It is quite possible that at certain places in certain States, the common people and the railway people will come to a clash. It is quite possible. There may be a lot of misunderstanding. The people will say that the organised sector amongst the workers is trying to get more and that it is trying to grab more than what is really necessary. This is a sort of likelihood and a possibility which, I think, the striking people should also take into consideration.

Sir, I would like to say that when the Railway Ministry people discuss these things across the table, they will do well to ask the striking employees that if some of their demands are conceded and a settlement is arrived at, whether they are ready to commit themselves to certain things. Will they say that they would see to it that the railway service becomes better? Will they say that there will be no pilferage on the railways? Will they say that there will be no ticketless travel and no delay in the movement of wagons? I think that the leaders of the strikers should also be asked whether they will commit themselves to these things. Sir, a time has come when the workers also must recognise that the economy must move. It is no use saying, "You give us more, you give us more." Of course, let them have more. We do not envy them or we do not want to deny what really belongs to them. They should be given a fair deal. At the same time, there must be a sense of responsibility also. Who does not know that at the Mughal Sarai station, there is pilferage to the tune of about 1 lakh of rupees per day? Do you mean to say that the Railway Board is responsible for this. The Railway Board is brought in every time. After all, if the Railway Board becomes the most prominent component in the Railway Ministry, I do not blame them.

Every six months, you are changing the Railway Minister. It is they who are permanent there. Naturally, those who are perma-

nent will get more and more power. So, it is no use trying to bring in the Railway Board and accusing them as if they are a bunch of unpatriotic people sitting there and trying to grab more and more power. I am, therefore, saying that all these leakages, pilferages and all sorts of malpractices must be stopped. It cannot be one-way traffic. And, therefore, you sit round the table, talk frankly with them, give them as much as you can without burdening the common man more and more. I am really afraid of one thing. I travel from Poona to Bombay. The present railway fare is Rs. 8/. If you increase the fare to Rs. 15/-, what will happen? It will be the common man who will suffer. And then, Sir, on behalf of the common man, we will shout that this increase must not be there. And we shout that the railway people must be given more and at the same time the fare must not be increased. This sort of policy will not take us anywhere. Therefore, I will request Mr. Mishra that let Bihar politics go to dogs; they have already gone to dogs. It is not important whether your brother becomes a minister or not. There are many more important things. Therefore, you must devote your entire attention to this problem and see to it that this crisis does not develop, which will break down not only the whole railway system but the entire economic structure of this country.

SHRI L. N. MISHRA : Sir, I will say something about the personal matter later. About conducting the negotiations, I had said earlier also that we have evolved a strategy. First we started with the Member (Staff). Our idea was that if the Member (Staff) has some difficulty, the Deputy Minister will step in. And if he faces some difficulty, I too will step in. And I have stepped in and had two meetings with the railway workers' representatives. When the negotiations go on in the Rail Bhavan, I am just sitting in the next room and I am always available there. The only thing is...

SHRI N. G. GORAY : With your ears glued to Patna...

SHRI L. N. MISHRA : No Patna. I have not gone to Patna for a month. And I will come to this point also. And I must come to this point because I am asked as to how much time I have spent in Patna.

Sir, about the negotiations, we are sitting on the negotiating table and there has been

response from the labour. And I am thankful to the labour leaders who have come and attended the two meetings that we have conducted. Their tenor of speech or whatever you call it has been reasonable and elderly trade union leaders were there. Mr. Dange was there. Mr. Fernandez was there. Mr. Sharma's people were there. Mr. A. P. Sharma himself was there. I cannot complain that there has been want of co-operation from the labour leaders as far as negotiation is concerned till now. Of course, there is no want of co-operation from the Government side. About the cancellation of trains, there is no question of panic. . .

(Interruptions)

MR. DEPUTY CHAIRMAN : Mr. Niren Ghosh, let him reply to Mr. Goray.

SHRI L. N. MISHRA : Sir, we have no intention of creating panic. Sir, there two meetings were held. First the Board met. Later, I attended the meeting. After all, strike is some kind of a fight. When a strike starts, unfortunate things take place, which should not take place. If it takes place, it is a kind of fight and one has to evolve a strategy. Essential services like power houses and important industries like steel mills should be kept running and going on. The difficulty is that if a blast furnace cools down, I am told, it takes ten months' time to get proper heating temperature. For many steel mills, it is a very serious thing. You know the position of our steel industry, especially the Bhilai Plant. Yesterday, the Steel Minister was complaining to me that they were in a great difficulty. We thought we could cancel some trains, which will be a great inconvenience to the people, and still divert the loco drivers, etc. to run the goods trains so that they will have good stock of item required for essential industries and important industries and even for civil consumption. As Mr. Harsh Deo Malaviya pointed out, we run about 10,000 trains a day. Out of them, if 100 or 47 trains are cancelled, it is not a panicky situation. But it is a bad thing. I am not happy about it.

But, I had to make a choice in order to move essential items and keep essential industries going and other trains going. At least a skeleton-service has to be maintained in all directions. If there are six trains, we must at least run two or three trains and for that coal would be required. Therefore, this decision has been

taken much against our will. We have not taken this with pleasure. The moment we know that there will not be a strike, we will revise the decision and we will be restoring the trains within the next few hours. This is a matter which can be examined. Even if we can restore some trains in the present situation, we will have no objection. Our mind is flexible. The only question is that we want to face the difficulty.

Sir, about the pilferage, I am very much grateful to Ghafoor, no, to Goraysahib. (Interruptions) Goray-sahib referred to Ghafoor and Bihar politics, I will come to that later.

SHRI N. G. GORAY : There is a lot of difference between Goray and Ghafoor.

(Interruptions)

SHRI L. N. MISHRA : About this Bihar question, I do not know why some of my friends who know me full well always talk about it. There are two or three people in the Lok Sabha and today I find a person in the Rajya Sabha also. A person like Shri Goray talking about it. Sir, I am a Bihari. I come from Bihar. I am a political animal, I do not deny. But, I would request the hon. Members to look into my tour programmes and see whether I have spent even 30 days in a whole year in Bihar. But, if my observations do not suit some people, I cannot help. I will keep myself associated with Bihar politics but never at the cost of Parliamentary work, never at the cost of administration and never at the cost of the people.

SHRI NIREN GHOSH : Are you sincere and serious about negotiations ? That is the moot question.

श्री रबी राय (उड़ीसा) : उपसभापति महोदय, अभी-अभी मंत्री महोदय ने मदन से आग्रह किया कि हम उनका साथ दे जो रेलवे हड़ताल का सवाल सामने आया है इसको टालने के लिये और अभी अभी वह कह रहे थे कि बिहार पर उनका कोई ध्यान नहीं है।

(Interruption)

श्री एल० एन० मिश्र : मैंने कभी नहीं कहा।

श्री रबी राय : बिहार के बारे में ज्यादा समय नहीं दे पा रहा हूँ, यह आपने कहा। लेकिन उपसभापति जी, मैं आपके सामने एक तथ्य रखना चाहता हूँ। आप जानते हैं कि 'नेशनल हेरल्ड' प्रधान मंत्री का अखबार है और उस में आज के सपादकीय में जो टिप्पणी दी है वह मैं आपकी खिदमत में पेश करना चाहता हूँ।

[श्री रबी राय]

प्रधान मंत्री को अखबार 'नेशनल हेरेल्ड' ने रेलवे स्ट्राइक के बारे में लिखा है। वह लिख रहे हैं —

"Unfortunately, the negotiations so far carried on have had a comical progress or no progress at all. The Railway Minister should have been in charge of the negotiations, helped by the Labour Minister and backed by the Government, but Mr. L. N. Mishra seems to have been more absorbed in Bihar affairs than in Railway affairs. Even if Mr. Mishra's deputy could carry on the negotiations, they should not have been interrupted casually for domestic reasons, as if the Government of India had stopped working. The strike notices too were precipitate. The Railway Ministry's argument of illegality may be legally correct but does not affect the consequences of a strike on a national network and the cancellation of many trains to save coal or to blunt the strike may not make much difference."

उप-सभापति जी, यह अखबार आप जानते हैं। प्रधान मंत्री इस सदन के साथ सहमत हैं कि नहीं? मेरा सवाल यह है कि जिस कैबलियर मेनर से आप इस सारी चीज को देखते हैं, मान लीजिए कि हड़ताल होती है तो वह मजदूरों द्वारा नहीं होगी। मजदूरों का कोई दोष इसमें नहीं रहेगा, वह रेलवे मंत्रालय पर रहेगा।

मैं जानना चाहता हूँ कि क्या यह सही नहीं है। भारत सरकार की नीति है समाजवाद, तो जब द्वितीय पे कमीशन बना था और उस की जो सिफारिश थी उन सिफारिशों को कुछ हद तक तो कार्यान्वित किया गया, लेकिन उसके बाद पिछले 15 साल से जो रेलवे कर्मचारियों का वेतन और भत्ता है उस में कोई तबदीली नहीं हुई है जब कि पिछले 15 सालों में 17 बार आपका रेलवे फेयर बढ़ा। जनता से रेलवे का बढ़ा हुआ फेयर लिया गया है लेकिन रेलवे कर्मचारियों के लिये द्वितीय पे कमीशन के बाद उन के वेतन या भत्ते में कोई बढ़ोतरी नहीं हुई जब कि आप जानते हैं कि आई० ए० सी० में एक पियन को वेतन और भत्ता मिलाकर 550 रुपये मासिक मिलता है और प्रिडलेज बैंक में एक पियन को 800 रुपये मिलता है वेतन और भत्ता मिला कर और लाइफ इन्श्योरेंस कारपोरेशन के पियन का वेतन और भत्ता 600 रुपये है। श्री नीरेन घोष की बात से मैं सहमत हूँ कि आज साधारण रेलब कर्मचारी को वेतन और भत्ता मिला कर 200 रुपये मिल रहा है। तो यह भेद क्यों है और इस बारे में माननीय मंत्री जी को क्या कहना है

दूसरा सवाल है कि क्लास वन और क्लास टू का जो फर्क है उस के लिये एडमिनिस्ट्रेटिव रिफार्स कमीशन ने कहा है कि इनको हटा दिया जाए। इसके लिये बार-बार कर्मचारी प्रयत्न करते हैं और बार-बार सरकार की तरफ से भी एजान होता है कि इस को हटाएँगे लेकिन क्लास वन और क्लास टू, जो क्लास टू रेलवे की सर्विसिज का 66 प्रतिशत भाग है, उसका भेद आज तक क्यों नहीं हटाया गया।

तीसरा सवाल जब पब्लिक सेक्टर अंडरटेकिंग के नौकरो के लिये बोनस का फार्मूला आप ने मान लिया है तो रेलवे कर्मचारियों के लिये जो कि इंडस्ट्रियल लेबर हैं उन के लिये आप इसे क्यों नहीं स्वीकार करते हैं और ऐसा न कर के आप दोनों में फर्क क्यों कायम रखते हैं?

चौथा सवाल है कैंजुअल लेबर का। आप अपने को समाजवादी कहते हैं। लाखों की तादाद में रेलवे मंत्रालय के मातहत कैंजुअल लेबर हैं। तो रेलवे कर्मचारियों की मांग होती है कि इस कैंजुअल लेबर को खत्म करो। यह एक मामूली चीज है और एक प्रजातांत्रिक तरीका है कि जो कैंजुअल लेबर है उस को डिक्जुअल किया जाए और रेलवे मंत्रालय में या रेलवे विभाग में जैसे दूसरे कर्मचारी होते हैं उन को वैसा ही स्थान प्रदान किया जाये? यह क्यों नहीं होता है, यह सवाल है। इसलिये मैं जानना चाहता हूँ कि यह जो नेशनल हेरेल्ड अखबार है उसने खुद शिकायत की है कि क्यों नेगोशिएस 5, 6 दिन के लिये स्थगित कर दिये गये। यह ठीक है कि कुरेशी साहब के पिता का देहान्त हो गया था, उन को श्रीनगर जाना पड़ा, लेकिन मैं जानना चाहता हूँ कि आप राउण्ड टेबिल पर जो बात कर रहे थे, उसमें आप किसी नतीजे पर क्यों नहीं पहुँच सके। अगर आप उस में किसी नतीजे पर पहुँच जाते तो शायद रेलवे कर्मचारियों को यह स्ट्राइक नोटिस न देना पड़ता। मेरा कहना है कि यह जो तीन जोनल हेडक्वार्टर्स हैं उनके कर्मचारियों के पास और कोई चारा नहीं था। उन की तरफ में स्ट्राइक नोटिस दिया गया है। उन का स्ट्राइक पर जाने का जन्मजात अधिकार है। जब उन की कोई मांग पूरी नहीं होती तो वह हड़ताल पर जायेंगे। यह क्लेविटव बारगेनिंग का एक सिद्धांत है तो इस में रेलवे कर्मचारियों का कोई दोष नहीं है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या वह इस हाउस को आश्वासन देगे कि 27 तारीख से जो सूचना दी गयी थी समझौते की वह उस बगे कल से शुरू करायेंगे। दूसरे क्लास वन और टू के भेद को वह समाप्त करायेंगे और उनको बोनस देने के बारे में वह कोई निर्णय लेगे और क्या कैंजुअल लेबर को डिक्जुअल करने के लिये कोई तरीका अपनाएँगे यह मैं आपके द्वारा उन से जानना चाहता हूँ।

श्री एल० एन० मिश्र : उपसभापति महोदय, पहले तो मैं यह बताना चाहूँगा कि जो डिक्जुअल करने की और बोनस देने की बात है वह तो ब्योरे की बात है, डिटेल्

की बात है। वह उनकी डिमांड है और उस पर निगोशियेशन्स चल रहे हैं इस लिये मैं अपनी राय उस बारे में प्रकट नहीं करना चाहता। कल से जो समझौता बार्ता शुरू होगी उसमें यह सारी बातें आयेंगी और जो समाधान उस का निकलेगा उसे आप देखेंगे। जहां तक उनकी तनख्वाह बढ़ाने की बात है सैकिड पे कमीशन के बाद थर्ड पे कमीशन में वह बढ़ी है और माननीय सदस्य उस समय इस सदन के सदस्य नहीं थे, वह अगर नये बजट को देखेंगे तो पायेंगे कि 31 मार्च तक 110 करोड़ रुपया पे कमीशन की वजह से और उन के डियरनेस एलाउंस की वजह से उन को हम ने एडीशनल पेमेंट किया है जिस की वजह से हमारा डेफिसिट बढ़ा है और वह खुशी खुशी किया है।

आपने कहा है कि सेकिण्ड पे कमीशन की बात नहीं कही। मैं यह बताना चाहता हूं कि अब तो थर्ड पे कमीशन भी लागू हो रहा है और फोर्थ कमीशन भी शायद आ जाये। आप जानते हैं कि डियरनेस देने का फार्मूला भी बदल गया है, हर चार महीने पर हम को देना पड़ता है और उसमें देने में हमें कोई हिचकिचाहट नहीं है। यह मैं मानता हूं कि महंगाई से रेलवे वर्कर्स ही क्या सभी को तकलीफ है लेकिन समाज का संतुलन तो रखना होगा। अगर आप यही चाहते हैं कि रुपया का मुद्रास्फीतीकरण हो जिससे फिर महंगाई बढ़े...

श्री रबी राय : उपसभापति महोदय, क्या दूसरे पे कमीशन ने मिनिमम वेज 314 रुपये नहीं किया था ?

श्री एल० एन० मिश्र : जो हमने तय किया था उसको हमने लागू किया। उसके लिये कमेटी बनाई और पे कमीशन को रिक्मेंडेशन के बाद मजदूरों के प्रतिनिधियों के साथ हमारी बातचीत हुई और जो मजदूरों के प्रतिनिधि चाहते थे कि यह मिनिमम वेज होना चाहिये यानी 196 रुपये, उसको हमने माना। हम तो इन मजदूरों के हक में काम करना चाहते हैं।

जहां तक नेगोशियेशन के लिये समय देने की बात है उसमें जहां तक संभव होता है वह मैं देता हूं फिर भी मैं रबी राय जी से कहूंगा कि अगर वह 9-10 बजे तक रात को जागते हैं तो वह रेलवे भवन में जाकर देखें कि कौन-कौन आदमी दफ्तर में काम करते हैं।

श्री रबी राय : देखिये इस अखबार में यह दिया हुआ है...

श्री एल० एन० मिश्र : मैं कहना चाहता हूं कि किसी के काम के बारे में इस तरह से कह देना कोई सही बात नहीं है। यह आपका और मेरा काम नहीं है यह काम तो प्रधान-मंत्री का है।

MR. DEPUTY CHAIRMAN : There are so many other names here and I would therefore propose that we take up this matter after lunch.

(Interruptions)

SHRI KALYAN ROY (West Bengal) :
Would he give the assurance that there will be no victimisation ? Victimisation is going on.

SHRI D. THENGARI (Uttar Pradesh) :
Well, I do not know whether I should congratulate our hon. Railway Minister for himself initiating the railway strike more efficiently and promptly than the labour leaders. Probably his name will go down as the first striking minister of India because by the cancellation of trains he has himself initiated the strike but may I enquire from him whether his plea of conservation of coal is not a lame excuse because most of the trains that are cancelled are run on diesel or electricity but not on coal. That is number one.

Secondly, he should inform us what is the composition of the negotiations table. He seems to be very earnest about a negotiated settlement. Now the very preliminary prerequisite for the success of any negotiation is the definition of the parties to the negotiation. They must be properly defined and mutually agreed upon. Here Mr. George Fernandes is asserting at the negotiations table that he is there not in his capacity as President of the AIRF but as Convenor of the National Co-ordination Committee for Railwaymen's Struggle and that the representatives at the negotiations table are representing the Action Committee of the NCCRS which comprises of, apart from the All-India Railwaymen's Federation, the Bharatiya Railway Mazdoor Sangh, the All-India Railway Workers Federation, the Confederation of Category-wise Associations, Locomen's Association and CITU. Now, the workers' representatives are saying that they are the parties to the negotiation while the hon. Minister is saying that he is not talking with the people who are representing the Action Committee. May I know—first this is the preliminary prerequisite for the success of any negotiation—whether he will accept or he is accepting the version given by the workers' representatives or under the pressure from the bureaucrats of the Railway Board who are prestige officers whether he will allow the negotiations to break down on this unrealistic ground because you are talking with them and you are saying that you are not talking with them ? This is not even gentlemanly. So, first of all, what is the composition at the negotiating table and will he allow the

[Shri D. Thengari]

negotiations to break down on the unrealistic plea that you are not talking with the people for whom you are talking ? That is No. 1. Secondly, regarding financial demands, we are not convinced with the figures worked out by the hon. Minister about the additional burden. He has not informed the House and the general public that the workers' representatives have offered to enter into a public debate with the Government on the adjustability of their financial demands within the framework of the existing national economy. They have suggested that there should be held a round table conference of all economic interests to formulate national policies on employment, productivity, prices and income and if such a national incomes policy is formulated, railwaymen are quite prepared to adjust their demands within the framework of such a national incomes policy. Is the Government prepared to accept this suggestion ? He has not informed the House and the public about certain important figures. According to the 109th report of the P. A. C., the growth-rate in the productivity of railwaymen is 3.5 per cent annually. In 1965-66 it was 164 and in 1971-72 it is 193. It shows a 3.5 per cent steady annual growth-rate in productivity by railwaymen. The same report states that the percentage of staff cost to the total working expenses is the lowest in India. In India it is 54.2 and in Britain it is 62. Also, the report states the staff expenses for 1,000 traffic units are 18.19 in 1971-72 in India and on the British Railways it is 122.18. Thus staff expenses per 1,000 traffic units are the lowest in India. He has kept the House in darkness about many such figures relating to financial demands.

Then, there are some non-financial demands by which I mean demands which are not predominantly financial, for example, extension of full fledged trade union rights and rationalisation of working hours. What are the difficulties ? Why are they standing on false prestige ? Why are they adopting a stiff attitude in this regard ? Again, now that we are members of the ILO why is the Government hesitating to implement the conventions of the ILO about treating railwaymen as industrial workers ?

Then, Sir, the most important problem before any disinterested, impartial and objective thinker is about the sincerity of the

Railway Minister to arrive at a negotiated settlement. Some facts are against our accepting his sincerity. For example, the Railway Ministry initiated no move for negotiation till after the expiry of the strike notice period on April 10. The negotiations started after April 10. Even after that period the Ministry has shown no sense of urgency in conducting negotiations expeditiously. In the meanwhile, the Railway Administration has been provoking the Workers to launch agitations which is evident from the strike at the Mysore workshops and the agitation in the DS office and accounts office in Ajmer. I may inform you that in the case of the Mysore workshop workers belonging to Mr. Anandan's union started the strike. Again, while the negotiation are inconclusive and they are in process, the Administration has got at least 500 trade union workers arrested. In fact, they were arrested under DIR and MISA for their legitimate trade union activities though apparently some vague charges were levelled against them. May I ask the hon. Minister whether, in order to create an atmosphere and environment congenial to a negotiated settlement, he will withdraw all such cases, he will get all these people released and he will settle amicably the disputes at the Mysore Workshop and the DS office and the Accounts Office at Ajmer and also see that the representatives who are sitting at the negotiation table are named by their proper names ? Why is the Railway Minister fighting shy of mentioning the party with whom he is talking ? Is he like an orthodox Hindu wife fighting shy of taking the name of her husband ? What is the matter ? He should explain it to us ?

SHRI L. N. MISHRA : About the point as to with whom we are negotiating, I did not refuse to give the names. I have not been asked, rather I offered voluntarily the name of some of the trade union leaders negotiating with us. I do not know where from he has got this point. Of course, his organisation's, the Jana Sangh's, name I did not mention because it is not recognised also. But it was not deliberate, I must tell you. And these people are also there, Mr. Fernandez and others. In fact all the workers' leaders those who have got a hold among the Railway Labour, they are there. Some have been brought by Mr. Fernandez and some by the NFIR Mr. A.P. Sharma's organisation. And

these two gentlemen have brought their delegations. And whether they are the members of the Coordination Committee or of the Action Committee, it is for them, but I have not stopped anyone from entering my room or from sitting at the table. Whoever have come, we have welcomed them, talked to them and given them all possible respect that is required. If he wants the names of the people who attended the meetings on different dates. They will be given to him. I have no objection. But that list is not ready with me. I can give him the next day names for all the three or four days when we carried on the negotiation, names of those who attended them. I am prepared to give their names. Why should I feel shy of it. I do not know why special objection has been taken.

About the cancellation of trains, I wish he realises the implication of the strike. We had four strikes this year. The Railways have never liked this kind of development. We had strikes last year. How the national economy has suffered as a result of it, any body who looks into the economic growth of the country can say. Therefore we have taken some precaution. It is a precaution that if a strike takes place, our vital industries should be kept going, especially the steel mills about which we are more concerned. If the power houses get closed down, the textile mills and other industries will suffer. As a matter of precaution, we have taken this step. It is an extraordinary measure which we had to take. Out of ten thousand trains running, about 100 or so have been cancelled, as I said, so that we could get locos, locomen and we could also conserve coal. To say that most of the trains cancelled are running on electricity and diesel, is not correct, it is not based on facts. When you do so many things, the technical people take decisions. I have not myself selected the trains because I do not understand the implications of it. The technical people, whatever they thought, they did it. Only the policy direction I gave. I am responsible for it. For meeting the emergency you must conserve coal and for running the steel mills, you must have stock of coal for at least 15 or 20 days.

SHRI SUBRAMANIAN SWAMI (Uttar Pradesh) : What is the number of trains cancelled, diesel, electric and coal-based trains ?

SHRI L. N. MISHRA : I am not yielding. Sir, I want to say that he will not find us lacking...

MR. DEPUTY CHAIRMAN : He wants to know the number of trains cancelled.

SHRI L. N. MISHRA : When the negotiations start tomorrow, we will see to it, and I will go to the maximum possible extent to accommodate.

श्री राजनारायण (उत्तर प्रदेश) : प्वाइन्ट ऑफ ऑर्डर ।

श्री लाल आडवाणी (दिल्ली) : आप भी पूछ रहे हैं । मंत्री जी से स्पेसिफिक सवाल पूछा गया कि उनमें कोयले की कितनी हैं, डीजल की कितनी हैं और बिजली की कितनी है । आपने भी उसी सवाल को दोहराया । बजाय उसका उत्तर देने के, वे उसको ईवेंड करके अपनी बात बोलते जा रहे हैं ।

श्री एल०एन० मिश्र : मेरे साथ एक दिक्कत है, मैंने हियरिंग एंड नहीं लगाया हुआ था ।

(Interruptions)

श्री उपसभापति : आप ब्रेक-अप बता दीजिये ।

श्री एल०एन० मिश्र : मेरे पास ब्रेक-अप इस समय नहीं है । वह मैं ला दूंगा ।

SHRI U. K. LAKSHMANA GOWDA (Karnataka) : Sir, if this threatened railway strike comes on it would be the greatest catasrophe for the country. Both the Railway Minister and all our trade union friends have admitted what the outcome of that would be if it comes about. I am happy that negotiations are going and let us hope there will be amicable settlement.

Sir, to start with, as Mr. Goray said earlier, unless there is a proper income and wage policy decided by the Government you can never make wage settlement on a nationwide scale. Take, for example, the Bonus Act and the muddle which came out of it. I do not know what the Bonus Review Committee has done about it. One of the important trade union leaders connected with the Railways, Mr. Ramanujam, is also on the Bonus Review Committee. I do not know what has happened about it, whether any recommendations have been made either about the Railways or the other public sector industries. In the private industries even when there is loss a minimum bonus of 8½ per cent. is statutorily insisted upon. When that is the situation how can the Government resist the demand for payment of minimum

[Shri U. K. Lakshmana Gowda]

bonus by the Railways or the public sector undertakings ?

Further, you take another instance of Government policy. In industries and establishments even when a negotiated settlement between the employers and trade unions is there, some Governments in order to gain cheap popularity come out with a notification to pay the minimum wage and then create confusion and industrial unrest. The latest instance is Kerala where there was a minimum wage notification covering the industries which are already having negotiated settlement, that is, plantations.

SHRI KALYAN ROY : Why are you pleading for the private sector so that they do not have to pay bonus ?

SHRI U. K. LAKSHMANA GOWDA : It is not that, Mr. Kalyan Roy. I am giving an instance of the Government creating confusion by interfering even when there have been negotiated settlements between the employers and the trade unions. When it suits you, Mr. Kalyan Roy, you take it and when it does not suit you, you do not come out with the truth. I know your policy. You need not tell me about it because I know you. I have been with you and I have been in this business for a long time. I will give you a specific example. Sir, when there is a negotiated settlement, without asking the employers and the trade unions to negotiate you come out with a minimum wage notification and upset the entire settlement. You take such *ad hoc* decisions and then the whole thing comes back on you. This is what you get after having omitted such mistakes in general labour relations.

Sir, the figures given by Mr. Mishra are tremendous. If the demands are to cost Rs. 350-Rs. 400 crores, as he says, where is the money to come from ? And as Mr. Goray said, are you going to increase the third class fare ? If the Railway Minister accedes to the demands today, tomorrow he will say, "All right, you take the increase as Bakshish and I will increase the third class fare four times." Are you prepared for that ? Therefore, let there be a proper study of the figures. I think the trade unionists have failed in their duty. Mr. Kalyan Roy has also failed in his

duty in not calculating the actual impact of these demands on the public. Unions have raised demands, which Mr. Mishra says will cost Rs. 400 crores. Mr. Thengari gave some figures in which he thought the impact will be less. Even then it is a very high figure. But then how is the Railway Minister going to raise the funds to meet those demands ? He will only increase the railway fare. Are the hon. members prepared for that ?

Sir, I am glad the negotiations are going on. There is the Railway Minister sitting here. Here are all the trade unionists who are connected with the Railways. Mr. Anandan is here. Mr. Kalyan Roy is here. Mr. George Fernandes's party is here.

2 P.M.

The CITU people, Mr. Niren Ghosh and others, are here. Mr. Thengari is here. I want the co-operation and effort of all these hon. Members to see that this negotiation does not break down and there is an amicable settlement. Between the two of you, the Railway Minister and Trade Unions, you should not hold the country and the people to ransom.

SHRI NIREN GHOSH : Unless they provoke a strike, it will not take place. If they provoke, it will take place. Why is the Labour Minister not being associated with it ?

SHRI L. N. MISHRA : Sir, Mr. Niren Ghosh is always misinformed or is not correctly informed. The Labour Ministry is very much in it from the very beginning. The first negotiation was started by the Labour Minister himself. I had two meetings with them and the Labour Minister was also there. Therefore, it is not that we have not involved the Labour Minister. Rather it is for the first time in any strike or dispute in the Railways that the Labour Ministry has been given so much involvement. I have received valuable assistance from my colleague, Mr. Raghunatha Reddy and he has helped the Railways to a considerable extent in this problem. I am grateful to him for that.

About the financial implications, I have already stated that it is between Rs. 450 and Rs. 500 crores. It is impossible for the Indian Railways to bear that burden. As

Mr. Gowda correctly pointed out, the only means is to increase the fares and freight.

SHRI NIREN GHOSH : No, no.

SHRI L.N. MISHRA : People are not in a condition to bear this kind of burden. It is difficult for us to accept this load and we cannot carry this load of Rs. 450 to Rs. 500 crores. Naturally, these demands are impossible, but there are other demands also and we are prepared to sit with them...

SHRI KALYAN ROY : The public Accounts Committee has pointed out how the Railway Ministry can economise. *(Interruption)* You give bamboos to the Birlas at a cheap price. The public Accounts Committee has pointed out about corruption, pilferage, etc. You can save about Rs. 1,000 crores.

SHRI L.N. MISHRA : It is very good suggestion.

SHRI SUBRAMANIAN SWAMY : I want to know the details of this figure of Rs. 450 crores.

SHRI L.N. MISHRA : If you want the break-up of the calculation, I will be only too glad to give that break-up. But today I have not come prepared with that. *(Interruption)* All right, Mr. Swamy, I will write to you a letter about the break-up. There is nothing to hide. When we negotiate with them, this question will come up. We will produce a paper on that.

SHRI KALYAN ROY : Give the correct figure, not a fictitious one.

SHRI L.N. MISHRA : It is not fictitious.

SHRI NIREN GHOSH : Yes, it is a distorted figure.

SHRI L.N. MISHRA : Sir, I tell you, I have no right to commit myself, but if the figure was negligible or something like that, I would have been the first person to agree. But it is beyond our means. We cannot do it. That is why the trouble is there. But at the negotiating table, we will discuss frankly and it will be the sincere endeavour of the Indian Railways to come to a settlement with the representatives of the working class.

SHRI G. LAKSHMANAN : Mr. Deputy Chairman, this is my maiden speech and I really consider it . . .

MR. DEPUTY CHAIRMAN : Mr. Lakshmanan, you cannot make a speech now. Just ask for clarifications.

SHRI G. LAKSHMANAN : Now, there is a feeling that the railway workers have issued the strike notice because they are politically motivated. I should like to tell this august House that this problem of minimum wage is there for the past 20 years, from the time the 15th Indian Labour conference decided that the minimum wage should be fixed. Even in the Second Pay Commission this was omitted. Pandit Jawaharlal Nehru thought that instead of having a strike on every problem, he must take the workers into confidence and workers' councils based on the Whitely Councils that are existing in England should be constituted and P&T employees and Railway employees were associated with those joint councils or joint consultative machinery. The P&T workers and the Railway workers co-operated with the Government by associating themselves with such councils. And from the year 1960 these Councils started functioning. You might be aware, in the year 1957 the P&T workers and the railway workers were to go on strike for the simple reason that they wanted a Second Pay Commission. From the year 1954 onwards they had been asking for a Second Pay Commission, but it was not given to them and therefore they had issued strike notice and only then the Second Pay Commission was appointed. Then the recommendations of the Second Pay Commission were out. And you will remember, even to implement its recommendations the then Prime Minister of India, Jawaharlal Nehru, had to apologise that the implementation of the recommendations of the Second Pay Commission was delayed. Again in the year 1960 they had to go on strike. So many things had happened. The workers had to face so many difficulties. Thereafter up the year 1968 they had been cooperating with the Government—the railway workers, P&T workers, all of us—participating in the Joint Consultative Machinery of the National Council. The first problem that was placed in the National Council was the minimum wage to a Central Government employee, especially of a Class IV worker. This went on for three or four years and afterwards they asked pinpointedly, and the Government said it was not possible to give a minimum

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wage. If the Government of India had given a minimum wage or the scales of pay as recommended by the Second Pay Commission, this problem would not have taken such a proportion. Unfortunately they had not followed the Second Pay Commission's recommendations and therefore they had to raise it in the consultative Machinery. The P&T and the railway workers were asking for it. When the Government could not accept it, the representatives of the Central Government employees and the railway and P&T employees asked the Government of India at least to accept in principle that a minimum wage should be fixed. But the Government was not prepared to accept even that modest demand. Therefore, members of the Joint Consultative Machinery came out of it and issued a strike notice. Let this august body say whether that strike was a politically motivated strike, whether the strike was launched by any political party. They went on strike. But then the Third Pay Commission was appointed. During the past 25 years a large number of committees have been appointed. But which recommendation has been accepted by the Government? Which recommendation has been implemented by the Government? It is a British system of ruling the country. When anybody asks for a higher wage, you appoint a committee and tell the chairman of that committee, "Look, you do like this, you do like that, you take three or four years and then you recommend like this." And then you will appoint an anomaly committee. Then you will appoint a scrutiny committee. By this time four, five or six years will have elapsed and the whole agitational approach to the problem will have been forgotten and you can ride over the people because the Indian people are so docile. This is what is happening in our country today. I say that if there is a strike by Government employees or the railway employees or the P&T workers the responsibility is that of the Government and not of the workers. I make it very clear. From the year 1947 up to this year 1974 how many strikes have been conducted by the Central Government employees? The politicians and the rulers think that it is only they who see the sovereignty of the country and who have the national interests. But during the past 25 years in how many strikes have the workers participated? In 1946 there was a strike, and the First Pay Commi-

ssion came. That was before independence. Then the Central Government employees prepared for a strike in 1957 but the strike did not materialise. The Second Pay Commission came. In 1960 again the Central Government employees went on strike. In 1968 another strike was conducted—it was a token strike. Therefore, to charge the employees that they are politically motivated is not correct. In fact, it has become a fashion to charge the employees like this. You say, "Bihar, Gujarat". That is the fashion of the day. The gentlemen who moved the motion said, "Look at Bihar, Gujarat" and he said "therefore, these people are doing like this." There are also trade unionists among the people who lead the strike.

They may conduct this struggle for a different purpose. But here they are trade unionists. They are running the organisation. They are leading the struggle. For the information of this House, I may tell you that till 9th February I was a P & T employee. I am even today the State Secretary of the Postal Employees Union in Tamil Nadu. The party to which I have the honour to belong—the Dravida Munnetra Kazhagam—has got a policy with regard to trade unions. They do not disrupt the trade union activities. They do not participate in such a way that they spoil the organisation by their political indoctrinisation. How Dr. K. Karunanidhi, the Chief Minister of Tamil Nadu, has selected me as a representative from the P&T employees? He knew me as a P & T employee. He has selected me to represent the cause of the workers in the Rajya Sabha. This is the policy of the DMK with regard to trade unions. This is by the way.

Now, if you say that Central Government servants are going to strike to overthrow the Government it is baseless. These speeches will not help anybody. I would pose a question to the Hon'ble Minister of Railways. The gentleman in charge of a private sector unit whose capital is Rs. 1 crore or Rs. 50 lakhs, is able to pay his employee Rs. 350/- which is the minimum wage, when an ordinary private sector management is able to pay his employee Rs. 350/-, is it not shameful that the Government whose budget is in terms of thousands of crores—8000 crores or so—is not able to pay so much? I say the entire Ministry must

resign. Minimum wage has been recommended by the Pay Commission. If the Government is not able to implement it, they must resign.

Here what they do are all British methods. They follow the methods of pre-1947 period. That old file is put up to Shri Mishra. He is not responsible for it. But he acts on the basis of the original file and has cancelled all the trains. This is to put the people against the workers. This was what the Britishers did. This is the problem. Working class movement is, of course, a political movement. People say about politicalisation. But it is a political movement. Otherwise who will question Tatas and Birlas in this country? Tatas and Birlas are not questioned by politicians. It is the workers who question them. When a situation like this comes up, the original file is put up to Shri Mishra. What was the action taken before 1947 when Jinnah or Jawaharal Nehru conducted a strike? There are some old files on these. On this basis all the trains are cancelled to put the people against workers. This is an imperialist method. No national Government or socialist Government should do it. You call the leaders. Sit across the table. Ask them where the leakages are. Take a decision to plug the leakages and see that the money is restored. Find out where black money is. There are thousands of crores of black money. Make it a point to unearth it and pay to your workers. Nowadays it has become a fashion to speak in terms of 400 and 500 crores. I understand that even some Ministers have got crores of money. Therefore, crores are very common. As an ex-P & T employee, I would appeal to the Railway Minister to call the representatives of Railway workers. On the one side the Minister says that he is very keen to have a settlement. On the other he has cancelled all the trains and some people have even been arrested. Therefore, I would request the Railway Minister to call the representatives of the Railway workers for talks. We know what is a strike. Any strikes strike the strikers first. If any P & T employee or Railway employee or Central Government employee goes on strike, it is not for the pleasure of it. Ours is a democratic national Government with socialism as its objective...

MR. DEPUTY CHAIRMAN: I am calling the Railway Minister. Please wind up.

SHRI G. LAKSHMANAN : Therefore, I would appeal to the Minister to arrive at a negotiated settlement and avert this strike . . .

MR. DEPUTY CHAIRMAN : You must conclude now. Let the Minister reply.

SHRI G. LAKSHMANAN : He has an opportunity to show to the international world that ours is a people's Government and it has averted this strike. With these words, I conclude my speech.

SHRI L. N. MISHRA : Sir, first of all, I will congratulate the new Member. There is really nothing to reply. Sir, he says that there should be a negotiated settlement. I have been repeating that we are all for a negotiated settlement. Tomorrow, Sir, the negotiation starts and we will be happy to have the negotiations and I hope, sir, that we would be able to achieve some concrete results and that there would be a negotiated settlement. This is my wish, Sir.

SHRI. S. G. SARDESAI : Sir, so many charges have been bandied about by the spokesmen on the Government side against the railway workers, against the National Co-ordination Committee and against the leadership of the railway workers and it has come to that stage now. I think, Sir, that at least on two issues the record must be set straight. The first question is who is precipitating this strike, the railway workers' strike? Who is provoking the railway workers to strike? Sir, I openly charge that the precipitation is being made by the Railway Board and there is any amount of evidence to prove that this Railway Board is systematically working in a manner that causes the railway strike. The first and simple thing is that the intimation about these demands which are at the moment under negotiation was sent to the Railway Board early in March and nothing has been done. For a whole month nothing is done and then a Member of the Railway Board comes and he has not one more word to say except making a categorical rejection of the demands. Is this the way to deal with the demands? Then the Railway Board goes a step further. The whole question of arrests was raised yesterday in the other House and it was raised here also today. We have been told that not many arrests have been made. Is it only a question of arrests? Any number of transfers have been made and any number

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of dismissals have been made. If this is not a strike-provoking action, I want to know what else is provoking the railway workers to go on strike and what else can provoke a strike. Is stoppage of trains the answer? Despite all the assurances and explanations given by the Railway Minister, despite all that has been said, stoppage of trains has resorted to and this is done so that it causes provocation to the people of the country against the workers. Then, Sir, they talk about legality and illegality. When the Railway Board talks like this, I feel that it is talking and really behaving like King Canute in respect of the ocean. Lakhs and lakhs of workers are there and they are tremendously agitated and by declaring it illegal, can you achieve anything? Can you settle it properly? Sir, it requires a human approach, it requires a political approach and it requires a trade union approach. You cannot do it on the basis of law alone. My point is that the actual provocation for and the actual cause of precipitation of this strike is the behaviour of the Grand Moghuls of the Railway Board. It is these people who were working under the British "bada sahebs" who used to treat the workers as chaprasis who are responsible for this and I know how they how they treat the leaders of the railway workers and I know with what contempt they treat the leaders of the railway workers and the workers themselves. This is the main thing. The first thing that I want to tell the Railway Minister is this. If he is sincere and serious about bringing about a negotiated settlement, the first and the foremost thing for him to do is to pull up the Railway Board and he should tell them that it is he who is going to settle the strike issue and not they and that they should not give such figures which he can always swallow. Mr. Mishra, you must take courage and tell them like this. We all know all these figures. This is the first test and if you do this, you will be able to have some sort of a settlement.

Then, Sir, about politicalisation, many others have spoken. I want to know what the politicalisation here is. From the very beginning, Sir, lakhs and lakhs of the railway workers said, their leaders have said, "we want a negotiated settlement and we want to avoid this strike. Even if it comes about, it

has got to be peaceful" Sir, this is an open statement made by the National co-ordination Committee. Today, Sir, on the all-India plane there is a Committee of all the leftist parties for organising some kind of an all-India action on other issues. This All-India Committee has said that they do not want to mix up the railway workers, strike with the Bharat *bandh* and all those things and these things have been openly stated by the responsible left leadership of this movement and you want to accuse us of politicalisation. If you go about saying like this and if you go about in this fashion, then what is this if not politicalisation? I want to know this from you.

Then, Sir, I want to be frank about another thing. The railway workers' strike is not like the strike in any factory producing cosmetics.

It is not a strike in some factory producing children's toy. It is effecting the entire economy. That being so, it does have political implications. All the time you are going on saying, "We want to save democracy" We want to save democracy. . . . I tell you that the way in which the Railway Board is going on, it is actually endangering our democracy. It is a serious matter. We have actual proof that in certain places in India even the sabotage in railway is provoked by the Railway Board. I accuse the Railway Board of actually provoking sabotage. . . . (Time Bell). . . in certain parts of the country. This is cent per cent politics. If you want to stop it, first of all, pull up the Railway Board, come up and start negotiations in a proper way.

Now, I come to the issue itself. In the beginning you said, "I do not want to anticipate issues; it will not be in the interest of the workers. . . . Yet, this figure, of Rs. 450 crores is being given. Why should not the leaders of the railway men also study figures? Why can't we study them? I want to point out that the question of negotiating and settling the issue of the All-India railway strike takes time. You do not understand it. It is not a simple issue. Even given goodwill from both sides, given the goodwill from the leaders of railway workers and given the goodwill from your side, all sorts of calculations have to be made, all sorts of figures have to be examined and all sorts of evaluations have got to

be made. It can't be done by just a miracle. Two months have passed. In great Britain and in France, I know, how much time is taken before the leaders of the railway men and the Government come to a sort of settlement. It is not a *bidi* industry. Vast things are involved. Two months have already passed. This is the whole question. I am sorry I have to refer to it. Unfortunately, there was a tragedy and Mr Qureshi's father died. But, with due respect to Mr. Qureshi, does it mean that the country is held up for a whole week? . . . (Time bell rings).

It was left to bureaucracy. First of all, it was the Staff Member of the Railway Board, then the Railway Board, then Mr. Qureshi and then Mr. L. N. Mishra. And, as we all know, the issue is so serious that it is going to come sooner or later before the Political Affairs Committee of the Cabinet. It is going to come before the Cabinet. You cannot avoid all these kinds of things. All these are wrong processes. You want to carry on in a bureaucratic fashion. You did so for two months. Is that being serious? You just go on harping. We want a settlement, we want a settlement. . . We are very glad. It is not a personal accusation that I am making. It is too serious a matter. How much time is needed? Supposing some settlement is arrived at by some sort of a miracle on the 5th or 6th or 7th of May, we have to go all over the country to explain to the railway workers what that settlement is going to be. It takes time to explain to them. All these factors are there. Even at this late hour, we have got to give a warning. We have got to give a warning. The warning is this. Sit day and night, every minute, every hour, every day, from tomorrow; check all these figures and let the whole thing be discussed properly and come out with something before the end of this month if you want to avoid this strike. Otherwise you will not be able to avert it. Every minute counts. Every second counts. Every hour counts. Every day counts. If you get down to business in that fashion even at this late hour, we can believe that you are seriously going to do something and are not just saying mechanically, "We want a settlement, we want a settlement. . .". Your intentions may be good. But as we all know, "The road to hell is sometimes paved with good intentions". And we do not want that to happen.

SHRI L. N. MISHRA : Shri Sardesai, a seasoned trade unionist, has put his case well. But I must tell him that he should realise my difficulty also. Of course, this notice came earlier. But it became a big problem as to who should be invited for negotiations. We have two Federations which are recognized. One is . . .

SHRI S.G. SARDESAI : You should have . . . (interruptions).

SHRI L.N. MISHRA : Will you allow me to speak? There are only two recognized Federations. One is presided over by Shri A. P. Sharma and the other by Shri George Fernandes. Then, of late, many other organisations have developed a foot-hold in the Railways. The reality is that it is not only the two Federations with whom negotiations can be held.

There are other association also. There is Sardesai's association. Jana Sangh people have also got an association. If a real result had to be achieved, others too had to be invited. On the 4th of February itself, three month back, I convened a meeting of the central trade union organisations and these two federations. I wanted that there should be some method of having one union for one industry. Some points were discussed I am trying to follow it up. Perhaps I shall be the luckiest person if I could do it. If we could have one union for one industry, perhaps it will be a real solution to the problem. I am one of those who believe in trade union organisations and at the same time, in enlightened management. I agree with Shri Sardesai that I should not be guided by bureaucratic advice and bureaucratic method of working. I am one with him in this matter that bureaucratic methods of working cannot help us.

SHRI SUBRAMANIAN SWAMY : What were the charges made against the Railway Board?

SHRI L. N. MISHRA : I will request you to go through the budget speech. I have given the philosophy regarding liberalisation and I stick to that.

About declaring the strike illegal, under the Defence of India Act, the strike in railways has been declared illegal. Therefore, though the strike is illegal, we are going to negotiate with them. The fact of life is that unless we negotiate with the leaders

[Shri L.N. Mishra]

who are their representatives, we will not be able to settle anything. We cannot settle anything by passing some orders on some file. I do not know whether the strike will be called off. We are trying our best to negotiate with them. Shri Sardesai says that not much time is left and only 10 days are left. But if they desire to come to some settlement, I do not think it would be difficult for us to do so before the 8th of May. I would request Shri Sardesai and other friends to ask their colleagues to co-operate with us. He will not find us wanting.

SHRI T. V. ANANDAN (Tamil Nadu) : Mr. Deputy Chairman, Sir, after hearing the assurance given by the hon. Minister, I feel reassured. His anxiety to avert the strike and his desire for a negotiated settlement creates in me a confidence that the negotiations that start from tomorrow will continue without any break till a solution is found for the problems confronting the country today. Sir, if the strike is declared, it will ruin the economy of the country. Sir, I do know the way the hon. Minister quotes the figures of 450 crores of rupees. I am also a negotiator on behalf of the National Federation of Indian Railwaymen whose demands are also there. If those demands are met, the amount does not work out to more than 100 crores of rupees according to our calculations. Actually, Sir, a conciliation can be found because there are common demands between the two Federations and our demands work out to only about 100 crores of rupees. Decisions about these demands have already been taken by the Mianbhoi court. If this is done, it will satisfy the railwaymen to a very great extent.

There is the question of bonus. In this country, bonus is statutorily conceded as a deferred wage. The railwaymen are the lowest paid in the country. Today, if bonus is denied, where is the justice and where is the law and order? Sir, if bonus is conceded to the railwaymen, it will work only below 36 crores of rupees and not more than that. There is the question that if railwaymen are granted bonus, what do we do about others, i.e. P&T etc. If all these Central Government employees whose structure of pay was decided by the Third Pay Commission are given bonus, it

will not work to more than 76 crores of rupees.

As far as bonus is concerned, is it not right to purchase peace at a cost of Rs. 76 crores rather than incurring a loss of Rs. 1000 crores during a strike, and then granting the bonus? Think on these lines to prevent the disastrous effect of a strike in this country. As many of you have stated, politicians are also behind it. I do not deny it. Many a political party, which was averse to trade union movement, is taking great credit for formation of trade unions. However, Sir, in the interest of the nation, recognise these four Federations which are now functioning if they assure that there will be no strike. Let us go ahead because the country's interest is foremost and not anybody's. Recognise these four Federations and get a declaration that there will be no strike till the end of the Fifth Plan, and let the country progress. You remember the patriotism of the railwaymen, their behaviour and sacrifices during the last three or four occasions, the Chinese Aggression, the Pakistan's war and the Bangladesh war. They have heroically lost their lives. You remember the incident in which a Pointsman, in the interest of the country, was taking explosive wagons and was bombed in the process. Sir, these are less paid employees. What difficulty is there to give them bonus of less than Rs. 76 crores? There are so many good and loyal people. Sit with them and find means. If it is not economically right to spend so many crores, you can find some other solution. You may give half in kind and half in some kind of provident fund or National Savings Certificates. Therefore, Mr. Minister, you are very eager and you are anxious for a negotiated settlement. Tomorrow they start. Please delegate your power to the Deputy Minister because they found fault that the Deputy Minister was lacking powers. Delegate the powers to him and solve this strike issue so that the country progresses.

SHRI L. N. MISHRA: There is not much that I would like to say about the Mianbhoi Tribunal. It is under active consideration by us and we will come to some decision about the Mianbhoi Tribunal. About delegating power to the Deputy Minister, he has got full powers to negotiate on behalf of the Government. And I hope members will not find him lacking. And if anything has to

be done at my level, I am also prepared to give 10 days or 15 days or as many days as are required, and I give full attention to the problem. I have said that the problem is very grave.

ANNOUNCEMENT RE GOVERNMENT BUSINESS

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 29th April, 1974, will consist of :—

(1) Discussion on the working of the Ministries of:

(a) Steel & Mines;

(b) Information & Broadcasting.

(2) Consideration and return of the Appropriation (No. 2) Bill, 1974, as passed by Lok Sabha

श्री राजनारायण (उत्तर प्रदेश) : यह क्या है, श्रीमन्, हमे रेलवे मंत्री मे सवाल करना था ?

श्री उपसभापति : हाउस का विजनेस अनाउंस किया है।

श्री राजनारायण : यह तरीका नहीं है।

श्री उपसभापति : आपको इसके सिलसिले में कहना है तो...

श्री राजनारायण : श्रीमन्, मैं इस प्रकार की विजनेस व्यवस्था के बिल्कुल विरुद्ध हूँ, मैं बिल्कुल स्पष्ट करना चाहता हूँ। देखिये, यह आपके विभाग की, और पार्लियामेंटरी पद्धति की, हत्या है क्योंकि कल मैंने चेयरमैन साहब के पास जाकर कहा कि रेलवे के संबंध मे हमारा सवाल है और उसके ऊपर हम विशेष बहस करना चाहते हैं। चेयरमैन साहब ने हमको कहा कि कल कालिंग अटेंशन होगा राजनारायण जी, उस पर पूछ लीजिये। आज भी चेयरमैन साहब के पास सबरे गये। सेक्रेटरी, जो अब सेक्रेटरी जनरल हो गये वह भी थे, उन्होंने भी कहा ठीक है उस समय, जैसे स्लिप भेजा जाता है बोलने देने के लिये, वैसे आप भी स्लिप दे देना, जो चेयर पर होंगे, जरूर बुलायेंगे। हम आपको स्लिप लेकर भेज दिये, अपनी मन्शा भी बता दिया। अगर हमारी मन्शा का जवाब आ गया

होता तो हम नहीं पूछते लेकिन जब नहीं आया तो हमको आप मौका दीजिये।

उसके बारे मे आपने मुझसे कुछ नहीं कहा और एका-एक आपने तमाम रेल मंत्री के भ्रष्टाचार को छिपाने की व्यवस्था कर दी क्योंकि ये रेल मंत्री खुद भ्रष्ट है। ये अपने भ्रष्टाचार...

उपसभापति : राजनारायण जी, देखिए, एक तो मुझे यह नहीं पता था कि आपकी चेयरमैन के साथ क्या बात हुई।

श्री राजनारायण : मैंने स्निप पर लिख कर भेजा।

श्री उपसभापति : स्लिप मे आपने यही कहा कि मेरा प्रश्न इस पर था।

श्री राजनारायण : स्लिप पढ़ ली जाए।

श्री उपसभापति : 'रेल ध्यानकर्षण पर कल से हमारा प्रश्न...'

श्री राजनारायण : आपको हिन्दी पढ़ने में दिक्कत होती है तो हम पढ़ दें।

श्री उपसभापति : "... मुझे आखिर मे प्रश्न पूछने का अवसर दे" यह आपने लिखा।

श्री राजनारायण : स्लिप के आखिर मे पढ़िए।

श्री उपसभापति : उसमे आपने यह लिखा कि कल से हमारा प्रश्न है।

श्री राजनारायण : उसके बाद दूसरा लिखा।

श्री उपसभापति : यह लिखा कि कोई न पूछे तो मैं पूछूँगा। असल मे पद्धति यह है...

श्री राजनारायण : पद्धति न बनाइए। पद्धति मैं भी जानता हूँ। आप यहा मेम्बर थे। मैंने पद्धति बनाई थी।

श्री उपसभापति : राजनारायण जी, मेरी बात सुन लीजिये। पद्धति यह है कि जो-जो पाटिया है उनके एक-एक मदस्य को बुलाते है। उसके बाद अगर सेकिन्ड राउन्ड होना है, फिर उन्ही लोगों को बुलाते है। जिनका नाम आर्डर पेपर पर होता है। अगर आपकी कल चेयरमैन साहब से बात हुई, आपको आश्चर्यमान दिया उन्होंने कि बुलायेगे तो वह अलग बात है, फिर तो मुझे बुलाना चाहिये था। मुझे यह नहीं पता था कि आपको आश्चर्यमान दिया गया।

श्री राजनारायण : पद्धति इस सदन मे क्या ही है उससे मैं अवगत हूँ। मैं डा० जाकिर हुसैन की पद्धति से अवगत हूँ। उसके बाद दूसरे सज्जन आये, श्री गिरि, उनकी पद्धति