

RAM NIWAS MIRDHA): Sir, I beg to lay on the Table—

I. A copy (in English and Hindi) of the Ministry of Home Affairs Notification S.O. No. 449(E), dated the 29th August 1973 under sub-section (3) of section 139 of the Border Security Force Act, 1968. [Placed in Library. See No. LT-6135/73.]

II. A copy (in English and Hindi) of the Cabinet Secretariat (Department of Personnel and Administrative Reforms) Notification G.S.R. No. 127 dated the 19th November, 1973, publishing a corrigendum to Government Notification G.S.R. No. 433(E), dated the 9th October, 1972. [Placed in Library. See No. LT-5973/73.]

**Report (1971) of Tariff Commission on Fair Prices of Jute-Based and Felt-Based Linoleum**

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB MUHERJEE): Sir, I beg to lay on the Table a copy (in Hindi) of the Report (1971) of the Tariff Commission on the Fair Prices of Jute-Based and Felt-Based Linoleum. [Placed in Library. See No. T-6055/73.]

**REPORT OF THE COMMITTEE ON PUBLIC UNDERTAKINGS**

SHRI U. N. MAHIDA (Gujarat): Sir, I beg to lay on the Table a copy of the Forty-second Report of the Committee on Public Undertakings (1973-74) on action taken by Government on the recommendations contained in the Twelfth Report of the Committee (Fifth Lok Sabha) on Food Corporation of India.

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

**Reported Cancellation of Large Number of Suburban Trains in Bombay**

SHRIMATI SUMITRA G. ULKARNI (Gujarat): Sir, I beg to call the attention of the Minister of Railways to the reported

ed cancellation of a large number of suburban trains in Bombay causing great inconvenience to commuters in that city.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Sir, the running of suburban trains in the Bombay area of the Central Railway has been affected as a result of the 'Work-to-rule' movement resorted to by some of the Signal & Telecommunication staff who have either not been attending to the rectification of faults of signal and telecommunication equipment or have been taking excess time for their rectification. Late running of trains has been reported due to these incidents and also cancellation of trains on the Suburban sections of the Central Railway.

From the 27th of November, 1973 upto the 11th of December, 1973, an average of 14 pairs of trains have been cancelled daily out of 371 pairs of Suburban trains run daily on the Central Railway representing less than 4%.

I have already referred to this agitation which was started by the Indian Railway Signal & Telecommunication Staff Association who served no notice as such on the various Railway Administrations though an indication was received that a 'work-to-rule' movement will be started by the members of the Association from 27-11-1973 if their demands were not met.

With the commencement of the agitation by the Signal & Telecommunication Staff, there has been a steep increase in the incidence of Signal & Telecommunication failures which have risen from a previous average of 5 to 6 a day to about 26 per day.

Once a point or signal failure occurs, trains cannot be received at or despatched from stations on signals, and time-consuming processes for movement of trains have to be followed causing delays. In the intensively worked Bombay Suburban Sections where trains are run at very close intervals of 3 to 5 minutes, a set-back of this nature upsets the links completely and trains inevitably get cancelled.

The 'work-to-rule' agitation has taken the shape of incidents where staff have not turned up on duty to rectify defects in

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the night on the plea that their duty was completed during the day. Delays in rectification of defects/failures are also occurring in the category of Signal Maintainers. Depending on workload they fall in 'excluded', 'essentially intermittent' or 'continuous' categories.

They also get overtime when they work more than the duty hours, according to Hours of Employment Regulations. At some stations, they have left the work at 17.00 hours, where a generator is to be looked after, on the plea that they would not work beyond 8 hours although the staff have been so long classified as 'essentially intermittent' according to Hours of Employment Regulations.

The Indian Railways Signal and Telecommunication Staff Association represents only one category out of a large number of categories on the Railways. In the circumstances, the Railways have accepted a policy for many years of recognising only such a union as is composite and represents all categories in one class of workers, namely, the non-gazetted or the gazetted and have refrained from granting recognition to categorywise associations.

A 7-point charter of demands was received which was carefully examined. One of the demands regarding monetary benefit on the same lines as for the Permanent-way staff in the case of certain 'breakdowns' or accidents affecting normal running of trains, which had already been sponsored by one of the recognised Federations has been examined and accepted and orders were issued to the Railways. As regards strength of Signal Maintenance Staff, individual Railways are continually assessing workloads, taking into account factors like local conditions to see if any increase is necessary.

I have also personally met a number of people and tried to understand their problems. An Hon'ble Member of this House, Shri Anand Narayan Mullah has taken keen interest in the matter and I hope with his assistance and co-operation, some solution would be found out.

Here I once more appeal to the staff concerned to withdraw the agitation wherever they have started, particularly

in view of the fact that one of their main demands regarding 'breakdown' allowance has been conceded. I hope Hon'ble Members will also join me in this appeal.

[Mr. Deputy Chairman in the Chair.]

SHRIMATI SUMITRA G. KULKARNI:

Sir, for the past more than a week or so, every day nearly forty or fifty suburban trains are being cancelled. According to the statement made by the Minister just now, it also works to twenty-eight. In Greater Bombay, where the people are mostly dependent on suburban trains, this is causing a tremendous hardship. There cannot be two opinions about this. Sir, these suburban trains were already crowded and people were clamouring for more and more suburban trains. But in spite of increasing them, the railway authorities have gone to the length of cancelling them. This has further added to the acute situation.

Now, the hon. Minister has said that the go-slow tactics and the work-to-rule tactics of the Railway Telecommunication and Signal staff is causing delay and because of this, this cancellation is taking place. He also says that on the 27th of November this information had come to them. I only ask: Why was such a long time taken? After all, the mere demand of this Telecommunication and Signal staff is not the only reason. There are deeper reasons and we will have to go into them.

Now, as he says there was a 7-point charter. One of them is the monetary demand, to which he has agreed. But then the remaining six are essentially non-monetary demands. And we understand that they are fairly reasonable demands also. If you agree to such things and examine them, then we can avert this kind of crisis. Re-scheduling of this type was also done in Indian Airlines and the Government is insisting that the Indian Airlines should follow this re-scheduling. Similarly, here the railway men are asking for it and we may probably look into the matter and agree to it. My saying is that we should not have imaginary approach to such problems. Lakhs and lakhs of people are undergoing unprecedented hardship, and the authorities have displayed

a deplorable lack of concern by adopting a rigid posture. I ask: Have they developed any sophistication about handling such situations? I feel sad about this. Formerly, at least the people used to listen to these grievances. But in this case, I feel sorry that our hon. Railway Minister probably has not personally bothered. If he had looked into this, I am sure, Sir, we could have easily averted this crisis.

I have got some specific questions to ask; I will go very slowly.

One question is: What are the real reasons behind this strike and 'go-slow' tactics of these people? Secondly, when will the stopped and cancelled trains be restarted? Thirdly, how much loss of revenues have the Railways suffered consequent to these cancellations of so many trains? Fourthly, when such a vast suspension was being contemplated, I would like the hon. Minister to inform the House and the Chairman whether the Railways made any alternative arrangements in consultation with other transport agencies. You will agree with me that the Western and Central Railways' action of cancellation has affected so many offices, so many industries and the Government of Maharashtra. I would like to know whether they held any dialogue with these agencies and the Government of Maharashtra because they are responsible servants of the public and they should have taken care about it. My fifth question is: Will the hon. Minister agree to set up a high-powered committee of the Members of Parliament in which no railway authority should be there to vitiate out minds, to enquire into repeated cancellations of the trains? After all, we would like to assist the Railways.

MR. DEPUTY CHAIRMAN: Please wind up now.

SHRIMATI SUMITRA G. KULKARNI: The last question is this. I understand that the Junior Chambers of Juhu from Greater Bombay have submitted a report to the Railway Minister about the rapid rail transit system in the suburban section of Western Railway whereby the railways will save 30% of the travel time and reduce overcrowding by one-third. It will

increase the number of trains by 150 without any extra cost. This report is lying with the hon. Minister. Will the hon. Minister examine it? The next question is . . .

MR. DEPUTY CHAIRMAN: No more.

SHRI L. N. MISHRA: It is very difficult for me to say anything at this stage about the real reason of the agitation. It is not confined to the suburban trains of Bombay. Of course, luckily Madras and Calcutta have not been affected. In Bombay, the total number of suburban trains is about 1243 every day. Out of these 30 or 40 trains have been affected. As I said earlier, it is less than even 4 per cent. About making alternative arrangements, I may say that it is not possible because the trains have to be cancelled at the last moment when they get delayed. As I said earlier, the signal and telecommunication failures have increased. In such cases trains have to be piloted which causes eight to ten minutes' delay at every affected station and ultimately the delay comes to one or two hours. This results in upsetting rail links and the trains have to be cancelled at the last moment.

About the third grievance, as I said earlier, the monetary part of it has been negotiated. The other demand is about uniforms. There are 7 demands and I think all these demands are matters of negotiation. I will not say that all the demands are justified. The main question is that we cannot discuss these problems category-wise. There are 700 categories of railway employees. If we negotiate with one category, it will not be the end of the trouble. Therefore, I have been appealing and today again I appeal that we should have one Federation of Railwaymen. Unless there is one Federation, these problems cannot be attended to effectively. We want these problems to be worked out. We are very serious and keen to meet the demands of the Railwaymen. But the main question is: With whom to talk? There is a multiplicity of unions and if I come into agreement with one union, the other unions give notice of strike or work-to-rule or of some kind of agitation. That is the main difficulty. The multiplicity of unions is the main

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problem. There are exterior considerations which I do not want to mention at this stage. This particular year has been chosen when our economy is passing through a crisis and when we are having a difficult food situation in Maharashtra, Rajasthan and Gujarat. Taking advantage of this aspect of the situation, some political parties try to make some capital out of it. I will appeal to Mrs. Kulkarni not to think that the Railway Administration has failed to talk to them or that all their demands are genuine or that we are not attending to them. We want to meet them, but as far as possible, it should not have any repercussion on other categories of employees. And I hope, Sir, that if Mr. Mulla will succeed—I have every reason to believe that we will succeed today—in a day or two, this agitation should end. This is my feeling.

SHRIMATI SUMITRA G. KULKARNI: What is the loss of revenue?

SHRI L. N. MISHRA: That figure is not available with me.

SHRIMATI SUMITRA G. KULKARNI: It should be available.

SHRI L. N. MISHRA: Not necessary.

MR. DEPUTY CHAIRMAN: Shri Nawal Kishore.

**श्री नवल किशोर (उत्तर प्रदेश):** श्रीमन्, मिश्र जी ने जो यह मौजूदा गो-स्लो और वर्क टु हल का अब आन्दोलन चल रहा है सिगनल्स और टेली कम्युनिकेशन वर्क्स के बीच में और रेलवे मिनिस्ट्री के बीच में, उस के बारे में बहुतसी बातें बतायी। श्रीमन्, दिक्कत यह है कि मुझे ऐसा लगता है कि मिश्र जी की कोशिश के बाद भी अभी पूरी तरह से मिनिस्ट्री पर उन का कंट्रोल नहीं हो पाया है क्योंकि अभी कुछ दिन हुए तब भी इस पर कुछ विवाद हुआ था और तब भी आप ने कहा था कि हम कदम उठा रहे हैं...

**श्री एल० एन० मिश्र :** सात रोज पहले ही कहा था। सात रोज में क्या होता है?

**श्री नवल किशोर :** आप के पास इततला 24 नवम्बर को आ गयी थी। उसको 17 दिन हो गये हैं। तो जैसा कि श्रीमन्, श्रीमती कुलकर्णी जी ने कहा कि यह भी एक कारण है कि आप ने ट्रेन्स को कैंसिल किया। आप की ट्रेन्स जो देर से आती हैं उस का भी यह एक कारण है। मगर केवल यही कारण नहीं है। ऐसा लगता है कि आज रेलवे में इन्डिसिप्लिन बढ़ रहा है। उसके बारे में आप क्या ठोस कदम उठाने वाले हैं? आप की आशायें और इच्छायें तो बहुत अच्छी हैं और हम भी चाहते हैं कि पूरा भारतीय रेलों के लिए एक ही लेबर फेडरेशन हो जाय, इस में हम आप के साथ हैं, लेकिन इस के लिए आप ने क्या किया? आप ने इस के लिए अभी तक क्या कदम उठाये? आप ने कहा कि पोलिटिकल पार्टीज भी इस में इंटरस्टेड होती हैं। मुझे पता नहीं कि आप का इशारा किशोर था, क्योंकि जिन पोलिटिकल पार्टीज का इस में हाथ होता है उन में कोई तो आप की जेब में हैं और किसी ने आप के साथ गठबंधन कर रखा है। तो दिक्कत यह है कि आप के साथ उन की साठगांठ भी होती है और झगड़ा भी होता है। तो मैं इस सिलसिले में आप से दो तीन बातें जानना चाहता हूं। आप ने जो उन की डिमांड्स थीं उन में से एक दो को स्वीकार भी किया है। मैं यह बात मानता हू कि जो उन की सात डिमांड्स है उन में कुछ जस्टीफाइड होंगी और कुछ अनजस्टीफाइड होंगी। इसलिए मैं यह चाहता हूं कि उनकी जो डिमांड्स आप को

माननी हैं उन को आप को पहले ही मान लेना चाहिए। होता क्या है कि शुरू में तो आप बहुत मजबूती दिखाते हैं और बाद में आप खड़े से गिर पड़ते हैं। तो इसका असर दूसरी यूनिवर्स पर अच्छा नहीं पड़ता है, और लोग समझते हैं कि कुछ सख्ती दिखाओ तो सरकार झुक जायेगी। तो मैं चाहता हूँ कि इन मजदूरों की जो डिमांड्स ऐसी हैं कि जिन के बारे में आप समझते हैं कि वह हम को माननी है या आगे चल कर उन को मान लेंगे आप, अच्छा है कि आप उन को पहले ही मान लें। नम्बर एक। नम्बर दो यह कि अगर आप चाहते हैं कि डिसिप्लिन उन में हो तो आप को उन की मांगों पर विचार करने के साथ साथ इस बात पर भी जोर देना होगा कि आप के एडमिनिस्ट्रेशन में, आप के मंत्रालय में भी अनुशासन रहे। क्योंकि दिक्कत यह है कि जैसा कि आप ने बताया कि जो जनता है, जो इन ट्रेन्स से चलती है उस को ही सब से ज्यादा मुसीबत हांती है। न तो इस में सिगनलमैन का कोई नुकसान है और न किसी और का। आप को जरूर थोड़ा सा मेंटल टेंशन होता है और कुछ नहीं...

श्री एल० एन० मिश्र : थोड़ा नहीं बहुत टेंशन हांता है।

श्री नवल किशोर : लेकिन खाने पीने में कोई कमी नहीं होती, लेकिन जो जनता है उन को ट्रेन्स नहीं मिलती। तो मैं चाहता हूँ कि आये दिन यह जो हो रहा है यह समाप्त हो। हम आज समाजवाद की तरफ बढ़ रहे हैं। समाजवाद तो जब आयेगा तब आयेगा, हम तो उस के ही इंतजार में बैठे हैं, लेकिन यह जो हड़तालों बढ़नी चली जा

रही हैं उस से ऐसा लगता है कि समाजवाद इन हड़तालों के जरिये से ही, इस रास्ते से ही आने वाला है हिन्दुस्थान में। ऐसा हमारे कुछ साथी भी मानते हैं। तो आप को जो कुछ करना हो उस को आप जल्दी करिये, और दूसरे, जैसा कि आप खुद भी कह चुके हैं कि कुछ सेक्टर्स ऐसे हैं कि जहां ट्रेन्स का लेट होना अनिवार्य सा हो गया है उस की तरफ भी आप दें ताकि ट्रेन्स लेट न हों। यही मुझे आप से कहना है।

श्री एल० एन० मिश्र : नवल किशोर जी की बहुत सी बातों से मैं सहमत हूँ, जहां तक अनुशासन की बात है यह ठीक है कि उसका अभाव हो गया है और यह दुर्भाग्य की बात है और उसी के कारण यह सब चीजें हो रही हैं। यह बात नहीं है कि रेलवे में काम करने वाले लोगों की हालत आज ही खराब हो गयी हो। अभी भी जितने सरकारी कर्मचारी हैं उन में सब से ज्यादा अच्छे ढंग से यह लोग रहते हैं। वन आफ दी बेस्ट इंग्लैंड रेलवेज के हैं। वहां एक स्वीपर को भी 346 रुपया मासिक तनख्वाह मिलती है। इस देश में बतलाइए कितने परिवार ऐसे हैं जिनकी 4200 रुपये की आमदनी है। तुलनात्मक दृष्टि से देखें तो रेलवे कर्मचारियों की आज अच्छी हालत है लेकिन इसका मतलब यह नहीं कि उनमें कुछ और सुधार नहीं होना चाहिए। जैसा वह कहते हैं कि कपड़े मिलने चाहिए। यह हमें मान्य है। हम उन्हें कपड़े देंगे, ओवरकोट देंगे, रेन कोट देंगे, जरसी देंगे लेकिन यह सब एक दिन में तो नहीं हो सकता। हजारों लोग हैं जिन्हें देना है। उनके लिए योजना बनाई गई है। सिद्धांत : हम उनकी मांगें मानने को तैयार हैं।

[श्री नवल किशोर]

सात मांगों में से दो-तीन मांगें ऐसी हैं जिन को हम पूरी कर सकते हैं और तीन-चार ऐसी हैं जो वर्तमान अवस्था में नहीं कर सकते। हो सकता है उचित हो लेकिन हालात भी तो ठीक हों जबकि आज के हालात ठीक नहीं हैं। रेलवे में घाटा चल रहा है। लोगों का विश्वास इससे घटता चला जा रहा है। दिक्कतें बढ़ गई हैं। नवल किशोर जी कहते हैं कि हम उन पर काबू पाने की कोशिश नहीं कर रहे हैं। मैं बतलाना चाहता हूँ कि हम उसके लिए पूरा प्रयास कर रहे हैं लेकिन मैं यह भी बता देना चाहता हूँ कि हमें तब तक सफलता नहीं मिलेगी जब तक हमें कुछ राजनीतिक दलों का सहयोग न मिले। बहुत सी जगहों पर राजनीतिक मांगें हैं।

जहां-जहां पहले दिक्कतें थीं वह दूर हो गई हैं और कुछ जगहों पर दूर करने की कोशिश की जा रही है। जैसे इस्टर्न रीजन में धनबाद-झरिया से कोयला स्टील मिलों में जाने लग गया है। पावर की हालत भी ठीक हो गई है। कुछ परेशानी हमारी रह गयी है। कोयला लोडिंग की बात आप देख रहे हैं। यह इस्टर्न रेलवेज में थी अब सबरबन और सेंट्रल रेलवेज में हैं। मैं यह भी कहना चाहता हूँ कि लोकोमैन भी हमें परेशान कर रहे हैं। नवल किशोर जी भी बार-बार कहते हैं आप झुक जाते हैं। इसमें झुकने की बात नहीं है समझौता करने की बात है समझौता करने पर दोनों को आगे बढ़ना पड़ता है। 12 तारीख को उन्होंने हड़ताल वापस ली और 13 तारीख को हमने समझौता किया। पहले हमने कहा था कि हड़ताल वापस लें, तब हम समझौता करेंगे। 12 तारीख को

उन्होंने हड़ताल वापस ली और 13 तारीख को समझौता किया जो भी मांगें हैं उनमें से एक-दो को छोड़कर हमने आश्वासन दिया है। बाकी को पूरा कर लिया है। एक-दो इंडिविजुअल केसिज अगर वहां पड़े हुए हैं तो मेरे नोटिस में लाए जाएं मैं उनको देखूंगा। मैं लोकोमैन से भी अपील करूंगा कि वे इनको न दोहराएं। अगर वे हड़ताल करने की बात करेंगे तो इससे देश का बड़ा नुकसान होगा। मैं और ज्यादा नहीं कहना चाहता हूँ।

मैं सिर्फ इतना ही कहना चाहता हूँ कि कैटगरी-वाइज जो यूनियन्ज की मांग है वह हमें मान्य नहीं है। जहां तक फेडरेशन की बात है हमने उसके लिए कदम उठाए हैं। दोनों फेडरेशन्स से कहा है कि वे बात करें। दोनों की बातचीत के बाद मैं भी तैयार हूँ। फ्रंचाइज करना है, वोट कराना है यह दिक्कत की बात है। फिजिकल वैरिफिकेशन हो सकती है इसके लिए हम तैयार हैं। जो लोग यह समझते हैं कि आई० एन० टी० यू० सी विंग...

SHRI NIREN GHOSH (West Bengal):

Who said physical verification? You are giving misleading information.

श्री एल० एन० मिश्र: अगर ये समझते हैं कि नेशनल फेडरेशन आफ रेलवे मैन और आई० एन० टी० यू० सी० को प्रोटेक्शन देने की कोशिश कर रहे हैं मैं कहता हूँ हमारा दिमाग साफ है। कांग्रेस हो, जनसंघ हो या कोई दूसरी पार्टी हो जिसकी ताकत ऐसी है कि उसके हाथ में यूनियन है तो हमें कोई एतराज नहीं है। हम काम लेना जानते हैं।

SHRI MONORANJAN ROY (West Bengal). Sir, I am extremely sorry to hear this. On the 2<sup>th</sup> of November also Mr. L. N. Mishra said in this House the same thing that there should be only one federation. I threw a challenge to him. I told him to ask his federation, creation of the Congress, the National Federation of Railwaymen, to wind up and let there be only one federation the original federation.

SHRI NAND KISHORE BHATT (Madhya Pradesh): Sir, a point of order. The information which the hon. Member is giving is slightly misleading and incorrect. As a matter of fact, the birth of the National Federation of Indian Railwaymen was as a result of the merger of two railway federations, namely, the All India Railwaymen's Federation and the Indian National Railway Workers' Federation. It was as a result of the merger of these two organisations that the National Federation of Indian Railwaymen came into existence.

(Interruptions)

MR. DEPUTY CHAIRMAN: It is all right. You have made your point. Mr. Monoranjan Roy, please carry on. I am sorry, our learned friend Mr. Bhatt knows little about these things. He knows very well how this National Federation came into being. I do not like to go into that. I threw a challenge and requested Mr. Mishra to ask your own Federation, National Federation, to wind up. Let there be one Federation and every Railwayman must have the right to be a member of that Federation and they must have the right to elect their own leadership. Then we shall find that all the category-wise unions will not exist. They will all merge into that Federation. Now-a-days, unfortunately, the situation is that the Federation officials are in the pockets of the Railway Board. I am very constrained to say so. I did not like to mention all these things but Mr. Mishra has provoked me to say like that. That is why these category-wise unions have come into being in order to ventilate their own pressing and very burning grievances.

Sir, Mr. Mishra told me categorically when I asked him about the grievances and the chain of demands of loco men as to when they will be implemented. He told: "From 1<sup>st</sup> of December". What are the demands that have not been implemented? So far as loco men are concerned, he has mentioned, in today's papers we find that 24 hours' notice has been given; in one paper 36 hours' notice is mentioned. It is unfortunate that Mr. Mishra has put in now today and he brought the question of some political parties. I do not know which political parties he means excepting his own party. Even in that National Federation of Railwaymen, does not Mr. Mishra know that in Dhanbad when they were going to have a conference, gangsters went to break that conference in order to capture . . .

MR. DEPUTY CHAIRMAN: What about suburban trains in Bombay?

SHRI MONORANJAN ROY: Yes, Sir, I am coming to that. Mr. Mishra has raised all those points. I am sorry. Now he is in complete control of the Railway Board and as Minister, whatever he did during that loco strike and at the end of it, he is not in a position to do now. Whatever the Railway Board will say, he will have to do that. And we are sure that so long as this Railway Board will exist, the Railwaymen will never be able to live in peace. It is not possible. Sir, in Bombay . . .

MR. DEPUTY CHAIRMAN: You have to wind up.

SHRI MONORANJAN ROY: . . . some trains were cancelled in Calcutta. In Bombay and in Calcutta, local trains must be increased. Apart from the question of cancellation of the trains, the existing trains are not sufficient to carry the number of passengers from the suburbs. Suburban trains must be increased. Unless these are increased, the condition of the passengers will continue to be miserable. They come hanging on the doors and in an extremely dangerous condition. So many lives are lost of these passengers who go to their duties in Calcutta or in Bombay. There are a number of cases. So I request him to consider that matter also.

[Shri Monoranjan Roy].

My last point is, what about this question of the Railwaymen who are known as Loco Running Staff. Why is it . . .

MR. DEPUTY CHAIRMAN: That is out of the purview of your Calling Attention.

SHRI MONORANJAN ROY: That is why I give him warning in advance to immediately settle the assurances you gave on those issues which were settled and whether you have implemented them and if not, to implement those immediately which you agreed.

MR. DEPUTY CHAIRMAN: Yes, Mr. Minister.

SHRI L. N. MISHRA: He has raised a number of general problems but about the suburban problems he has not raised any. I will however take this opportunity of reiterating because he has perhaps created some confusion. About locomen I have stated on a number of occasions that whatever assurances have been given, at whatever understanding has been arrived at, whatever agreement has been made, with the labour have been implemented in both letter and spirit and I underline the expression letter and spirit.

SHRI NIREN GHOSH: How do you say that when you have not. . .

SHRI L. N. MISHRA: Please don't disturb.

MR. DEPUTY CHAIRMAN: You kindly listen to the Minister's answer.

SHRI L. N. MISHRA: You are talking through your hat; you do not go into the facts. This is an agreement reached by me and it is my personal responsibility to see that whatever assurances have been given to the railwaymen are implemented. I have gone casewise, pointwise and I have found that all the assurances have been implemented. In the case of a few individuals if it has not been implemented you must realise this is a vast organisation and it is just possible that some 50, 60 or even a 100 cases might have been left out and their case has not been

listened to. But let them write a letter to me and will personally go into the matter. As I said earlier, in Rail Bhavan I have set up a special cell for evaluation and implementation of all my assurances and also the assurances of General Manager and others. Whatever assurances have been given by the Government will be implemented no matter what complications and implications there might be. We are not backing out and we shall not back out. I would only appeal to the locomen not to be misled by this kind of ill-informed people's propaganda and publicity.

MR. DEPUTY CHAIRMAN: Mr. K. C. Panda.

SHRI NIREN GHOSH: You are going back upon your words and you are.

MR. DEPUTY CHAIRMAN: I have called Mr. Panda.

SHRI K. C. PANDA (Orissa): For the last two months the country has been faced with this problem and the hon. Minister is giving the same reply that he wants only one union in the Railways. I believe the labour portfolio has shifted a little and I doubt whether these two Ministries have got any co-ordination.

SHRI L. N. MISHRA: We have full co-ordination.

SHRI K. C. PANDA: If they had co-ordination then I believe with all the power in their hands they could have solved this problem much earlier instead of allowing the sufferings of the people to get aggravated. I want to know from the Minister what made the authorities to stop all the trains in one day from Puri. Puri, as you know, is a place of pilgrimage and there is a lot of floating population, with people coming and going. But all of a sudden without any notice in the beginning of this month all the trains from Puri were stopped including local trains used by office-goers and small traders. If all this was due to the problems faced by the Railways why were not these problems solved by the officials of the locality?



SHRI L. N. MISHRA : Sir, there have been problems on the Eastern Railway and in the North Eastern Railway and other Railways also arising out of the agitation by the signal and telecommunications staff. I have already stated that apart from the suburban trains to which this calling attention motion relates there have been problems, and I hope when the signal and telecommunications staff call off their agitation the situation will improve. It is a fact that a lot of harassment and inconvenience have been caused to the travelling public.

**श्री जगदम्बी प्रसाद यादव** (बिहार) : मैं माननीय रेल मंत्री जी का ध्यान श्रीमती कुलकर्णी जी के दो प्रश्नों की ओर फिर से दिलाना चाहता हूँ। क्योंकि मैं पहले से ही जानता था कि वे उनका जवाब नहीं देंगे। उन्होंने पहली तो रेव्यू लास की बात उठाई थी और इसी, इन सारी चीजों के बारे में एक पार्लियामेंटरी कमेटी की मांग की थी। तो मैं इन दोनों बातों की तरफ फिर से माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ और आशा करता हूँ कि वे इनका जवाब देंगे।

तीसरी बात मैं यह जानना चाहता हूँ कि आपने फेडरेशन की बात उठाई है कि कोई एक फेडरेशन हो। लेकिन जब तक डिफेंक्ट यूनियन पावर में है और आप उनका फिजिकल वैरिफिकेशन नहीं करते कि कौन मेजोरिटी में हैं और जिस को आप करने के लिए तैयार नहीं हैं, नहीं कोई इस काम में आप को रोकता है, तब तक आप यह दावा नहीं कर सकते हैं कि आप इस काम को करने के लिए तैयार हैं। जब तक आप यह काम नहीं करते तब तक आप जो कैंटीगरीजवाइज रिप्रेजेंटेशन लेकर आते हैं उनकी बात नहीं मुनेंगे? जो डिफेंक्ट यूनियन है अगर उनका काम नहीं होता है

इसके बीच का मल्येशन फिर क्या होगा? यह ध्यान दिलाने का प्रस्ताव बम्बई की रेल में सम्बंधित अवश्य है, लेकिन, जैसा आपने स्वीकार किया है, इस आन्दोलन के कारण सम्पूर्ण देश में बहुत सी गाड़ियां रद्द करनी पड़ी। आपने कहा कि बम्बई में एफेक्ट पड़ा, लेकिन मैं कहता हूँ और भी जगह एफेक्ट पड़ा और कलकत्ते में भी एफेक्ट पड़ा। 4-5 तारीख को बहुत बड़ी लगन थी, लेकिन बम्बई से वागनों कलकत्ता नहीं पहुंच सकी और कलकत्ते की लड़कियां जो शादी करने के लिए तैयार थी उनकी शादी नहीं हो सकी। यह एफेक्ट सभी जगह बराबर पड़ रहा है। इस एफेक्ट को आप कितने दिन में रिमूव करेंगे।

एक बात आपने कही कि श्री आनन्द नागयण मुल्ला मीडिएट कर रहे हैं। मैं जानना चाहता हूँ कि वे सरकार के बिहाफ पर मीडिएट कर रहे हैं या कर्मचारियों के बिहाफ पर मीडिएट कर रहे हैं, कर्मचारियों ने कुछ अधिकार दिया हैं उनको या आपने दिया है जिसके कारण वे इस तरह की बातचीत कर रहे हैं? आपकी रेजीम में कितनी गाड़ियां को बन्द करने की नौबत आई इसका लेखाजोखा आपने नहीं दिया है। आप इसके तो आंकड़े दीजिए।

**श्री एल. एन. मिश्र** : सारे देश में कितनी गाड़ियां कैमिल हुई उसका आंकड़ा मेरे पास नहीं है; माननीय सदस्य कहेंगे तो मैं वह आंकड़ा सदन की मेज पर रख दूंगा। जहां तक मुल्ला साहब का सवाल है, उनको न सरकार की तरफ से अधिकार दिया गया है, न कर्मचारियों की तरफ से अधिकार दिया गया है। वे इस सदन के माननीय सदस्य हैं। उनके पास टेलीकम्यूनिकेशन और सिग्नल के लोग गए थे। उन्होंने

[श्री एल. एन. मिश्र]

हमसे कहा कि उनकी बात सुन लो। मैंने कहा कि फारमली तो मैं नहीं सुन सकता हूँ क्योंकि फेडरेशन की ओर से नहीं आया, लेकिन आप मेम्बर आफ पार्लियामेंट है, किसी को लाएंगे तो उनसे मिल लेंगे। इनफारमली कल या परसों बात हुई थी। वे मेम्बर, स्टाफ से बात कर रहे हैं।

जहाँ तक पार्लियामेंटरी कमेटी बनाने की बात है, उसकी आवश्यकता मैं नहीं समझता हूँ। कन्वेन्शन कमेटी भी परपारमेंस को देखती है और उसमें बहुत से माननीय सदस्य हैं।

इस सब में कितनी राशि का नुकसान हुआ उसका आंकड़ा मेरे पास नहीं है। वह मैं सदन की मेज पर रख दूंगा। केवल सबर्वन ट्रेन्स की बात नहीं है, काफी नुकसान हुआ है। जो लोकमन की हड़ताल हुई तो उसमें 12 करोड़ रुपए का नुकसान हो गया। अब जो चीजें हो रही हैं उनसे काफी नुकसान हो रहा है, हमारी माली हालत काफी खराब हो रही है। यह छिपाने की बात नहीं है। मैं मुल्क को विश्वास में लेना चाहता हूँ, सदन को विश्वास में लेना चाहता हूँ और कहना चाहता हूँ कि रेलवे की माली हालत काफी खराब हो गई है अनुशासन भंग करने के कारण।

माननीय सदस्य कहते हैं कि जब एक फेडरेशन नहीं है तो आप किससे बात करेंगे। एक माननीय सदस्य ने कहा कि हम नेशनल फेडरेशन की एकतरफी करने हैं। हम कोई एकतरफी नहीं करते। हमने खाली यह कहा कि दोनों में से कोई भी, जिसकी ताकत हा, आ जाय। जगदम्बी जी से भी मैं कहूंगा कि उनकी पार्टी एकाएक

मजदूरों के मंच पर उभरी है और अजमेर ब्रीकानर डिविजन पर गड़बड़ में उनकी पार्टी का भी हाथ है। नीरेन घोष से मैं कहूंगा कि अनवाद और झरिया में कोयले की लड़ान में जो ढिलाई चल रही है उसमें उनकी पार्टी का हाथ है। इसीलिए मैंने कहा है कि लेफ्ट एंडवेन्चरिज्म और राइट गिण्क्शन की जब तक ये हरकतें चलती रहेंगी मुझे शक है कि मुझे शान्ति मिल सकेगी।

श्री जगदम्बी प्रसाद यादव : डिफ-  
न्क्ट यूनियन का चुनाव क्यों नहीं कराते।

श्री एल० एन० मिश्र : हम तैयार हैं,  
करा दीजिए।

श्री जगदम्बी प्रसाद यादव : आपको  
रोकता कौन है ?

SHRI NIREN GHOSH: I refute it, he is making an incorrect statement.

SHRI N. H. KUMBHARE (Maharashtra): There has been a tendency on the part of the railwaymen to resort to direct action. This is not only one such incident; several such incidents have taken place in the past. And my impression is that the problem is not of having one single organisation which is representing the entire workers in the railway. I do not think that that is the real problem. Even if there are category-wise organisations, that will not come in the way of resolving the dispute. But so far as the law in force is concerned, I think the Railway Administration does not submit to the industrial law in force. Now here is dispute. Seven demands are there. Out of the seven demands only one demand is stated to have been conceded. Six demands have not so far been conceded. You want to have negotiations; you are having negotiations. All right. But if the negotiations do not bring out satisfactory results, what next? Therefore, may I know specifically from the hon'ble Minister whether there is any machinery to resolve the dispute? There are ways and means to resolve the dispute. Why do

you not refer to adjudication? You say the demands are unjustified while the workers say they are fully justified. Who will resolve the dispute? If you refer the dispute to arbitration or adjudication let them decide. That is the fundamental of resolving industrial disputes. Therefore, I should like to know why this method is not being followed in the Railways. And may tell you that if they resort to any such direct action, if they go on strike, in that case the strike will also be declared illegal and they can be dealt with. But I cannot understand your contention. Everything that they want to do is through negotiations. Therefore, to be specific what is the hitch to refer the dispute to adjudication?

**SHRI L. N. MISHRA :** Sir, the hon'ble Member has referred to demands. I do not want to go into details of the demands. I do not know whether he has received a copy of the demands. If he goes into it there are many demands which cannot be conceded because they are not one category of employees. The railwaymen are departmental people. So far as the financial side is concerned, it has more or less been looked into by the Pay Commission. And we have accepted the recommendations of the Pay Commission *in toto* and it is not possible to go beyond the recommendations of the Pay Commission at this stage.

About referring the dispute to adjudication, we have no such intention. Perhaps the hon'ble Member knows that there is a machinery like the J. C. M. standing machinery which goes into the problems of employees. I would again request him one thing. So far as Signal and Telecommunication staff are concerned, I think the solution is in sight. The hon'ble Member should have some patience and I hope this problem will be solved and the dispute will end.

**श्री योगेन्द्र शर्मा (बिहार) :** मंत्री महोदय के बयान से यह स्पष्ट है कि रेलवे

सेवा में जो व्यवधान है उसमें हम सब चिन्तित हैं, मंत्री महोदय भी चिन्तित हैं, सब जानते हैं। प्रश्न यह है कि ये व्यवधान क्यों होते हैं। क्या यह बात नहीं है कि कैटेगरी यूनियन जो मैकड़ों की संख्या में बन गई है वह खुद इस बात का संकेत है, इस बात का इजहार है कि जिन यूनियनों को मान्यता मिली हुई है, जिनमें आप बात करते हैं वे मजदूरों की कैटेगरीज को रिप्रजेंट नहीं करती। अन्यथा क्यों कैटेगरी यूनियन बन गई। जब मैकड़ों की संख्या में कैटेगरी यूनियन बन गई तो रेलवे सेवा में व्यवधान न हो। इस दृष्टि से क्या यह आवश्यक नहीं हो जाता कि कैसे मजदूरों से कलेक्टिव बारगेनिंग की मशीनरी तैयार की जाए? हम समझते हैं कि मही मानों में कलेक्टिव बारगेनिंग की मशीनरी खत्म हो गई और जब तक हम इस समस्या का समाधान नहीं निकालेंगे ये गड़बाड़ियां होती रहेंगी। मंत्री महोदय का यह आशय बहुत अच्छा है कि एक यूनियन हम चाहते हैं। लेकिन केवल आशय से कोई काम नहीं होता। बहुत से कारण हैं जिनकी वजह से एक यूनियन नहीं बन पाती। ऐसी हालत में क्यों नहीं हम इस उसूल पर चलते कि जब तक वह आशय पूरा नहीं होता कि हर एक इंडस्ट्री में एक यूनियन हो तब तक अंतरिम अवधि में मजदूरों को विश्वास जिस यूनियन का हो उसमें आप बात करें। कलेक्टिव बारगेनिंग की यह बुनियाद है। आप इसकी अवहेलना करेंगे तो हम नहीं समझते हैं कि इस संकट से देश और यात्रियों को आप बचा सकते हैं।

**श्री एल० एन० मिश्र :** मिट्टान्तः तो माननीय सदस्य से मैं सहमत हूं।

SHRI N. C. GORAY (Maharashtra) : Sir, the Minister has repeatedly suggested that there should be one union as a sort of accepted policy with the Railway Ministry. But I would like to point out that for the last 20 years there have been two organisations of railwaymen—more than one—and the Railway Ministry had never refused to talk to them. Why is it that they are talking of one organisation now so far as railway people are concerned? Just now my friend said that because the negotiations machinery has failed, because it has not been sufficiently responsive, the category-wise unions have come up, and most probably they will multiply if this particular policy is not changed. So, what does the Minister feel—whether he feels that the negotiations machinery is not up to the mark or he feels that it will not be possible unless there is one single organisation of all railwaymen in India? Another question that I would like to ask of him is that repeatedly he has said that so far as locomen are concerned, he has given them some assurance. Now, if he really wants to cut down their hours of work to ten, will it not be necessary for the Railway Ministry to lay down more lines at points where the 10-hour period will be over and to build for them places of rest, etc.? Will it be possible for the Railway Ministry to do this throughout India within the stipulated time, or will it take a much longer period? If it is going to take a much longer period to enforce this 10-hour work, then I think you should be modest and you should be frank with the House and say that it will take a lot of time; that though your policy is to cut it down to 10 hours, in order to implement it fully, a period longer than stipulated will be necessary.

SHRI L. N. MISHRA Mr. Goray is correct. I have never said that I am going to implement this 10-hour work overnight. I only stated in this House the other day that from the 1st of December, 10-hour work for the locomen will be introduced. Already a beginning has been made and it has been made applicable to mail and express trains. So far as completion is concerned, it is, of course, going to take a long time, not as long as the Miabhoi

Tribunal said, i.e. 8 years, but it will take three to four years. As Mr. Goray said, there are physical difficulties. We cannot overcome them and complete the whole thing overnight. But a beginning has been made in the implementation of the 10-hour work. About collective bargaining, representative union and other things, I have been already expressing my fears that a number of railwaymen have perhaps lost their confidence and they do not find it comfortable to go through these two federations. That is why I have been telling, let there be one federation. For that if any physical verification of anything like that is necessary, I am prepared for it. I am not going to show any special favour to any organisation. I am interested in industrial peace. I am interested in the economic development of the country and this cannot be achieved unless there is peace in the transport system, especially the Railways.

SHRIMATI SUSHILA SHANKAR ADVIVAREKAR (Maharashtra) : Sir, there are on an average about 14 lakhs of people travelling by the Western Railway suburban trains and about 12 lakhs of people travelling by the Central Railway suburban trains every day. And this traffic is ever on the increase. Especially now, as the rates of taxes have gone up and there are mile-long queues for the buses, the railways are the only means of travel which the common man can resort to. Even during the normal time, trains were being cancelled, or they used to run behind schedule, putting the travelling public to a lot of inconvenience. The average cancellation roughly used to come to about 10 to 12 trains per day. So the issue of cancellation of trains is not new to the Railway Ministry. But last week this cancellation of trains reached the alarming magnitude of almost 50 to 60 trains per day on each line. And the most surprising part of it is that the major part of this cancellation of trains is almost during the peak hours when men, women and school children are in a desperate hurry to reach their destinations in time. This makes train travelling an almost terrible task. There is a lot of jostling and people even run the risk of meeting with accidents. People have to undergo

a lot of tension by hanging on the foot-board. Even in the ladies' compartment you see the same plight. The Minister said that as there is a lacuna in the rule, cancellations are inevitable. It is explained that there is a gap of a few minutes between one shift hands over and the next shift takes over. But the gap is always increasing. Why has the railway department paid no attention to remove this lacuna and set the matters right? Why have no steps been taken to redress the grievances of the passengers? A lot of tension is caused, a lot of inconvenience is caused, to the travelling public and they always run the risk of meeting with fatal accidents during train journey. A lot of inconvenience is caused to the public by trains stopping midway for indefinite periods, by trains running behind schedule. And no responsible railway official is in a position to give information of arrival and departure of trains. And to make the matters worse, the Railway Police is brought to keep the angry mob from flocking the railway station master's office for information. When there is basic discontent prevailing amongst a particular section of the staff, why was no attention paid to their demand for having proportionate working hours? Why were they not given work-load facilities similar to those of the other permanent staff of the railways? Today we have reached a stage where because of the policy of the staff working-to-rule, millions of other innocent commuters are put to suffering. Why did not the Railway Ministry act swiftly to avoid this difficulty? If the Railway Ministry had acted promptly, all this tension, all this inconvenience, caused to the travelling public could have been avoided and the innumerable number of working hours lost by the commuters in waiting for trains could have been saved. Will the honourable Minister consider appointing a committee to assist him in looking into these matters?

**SHRI L. N. MISHRA :** As I have already said, no notice has been served, no strike notice has been served, nor any such kind of indication given to us formally by any of the organisations of the locomen, signal and telecommunication people. Whatever information we have, we have got

it through independent sources, not through the organisations. As regards appointment of a committee I have already said that we have no such intention. As regards hardships, there are no two opinions. Much inconvenience and hardship has been caused to the travelling public as a result of this sudden dislocation all over the country.

**MOTION RE APPOINTMENT OF A  
MEMBER OF LOK SABHA TO THE  
JOINT COMMITTEE ON THE PLANTATIONS  
LABOUR (AMENDMENT) BILL,  
1973**

**THE DEPUTY MINISTER IN THE  
MINISTRY OF LABOUR (SHRI BAL-  
GOVIND VERMA) :** Sir, I move—

"That this House recommends to Lok Sabha that Lok Sabha do appoint a member of Lok Sabha to the Joint Committee of the Houses on the Plantations Labour (Amendment) Bill, 1973, in the vacancy caused by the resignation of Shri Madhu Limaye from the membership of the said Joint Committee, and communicate to this House the name of the member so appointed by Lok Sabha to the Joint Committee."

*The question was put and the motion  
was adopted.*

**REFERENCE TO STRIKE NOTICE BY  
TEXTILE WORKERS IN DELHI**

**SHRI MONORANJAN ROY** (West Bengal) : Sir, in yesterday's newspapers and also in today's newspapers I found that in three textile mills in Delhi, viz. DCM (Silk Unit), Swatantra Bharat and Ayodhya Mills, the workers went on one day's token protest strike and they have given notice for a continuous strike right from 17th of this month. There was a strike of all these mill workers which were taken over by the Government and the settlement was that the wages of the workers for 26 days when they went on strike would be paid by the respective mill-owners. Now that the mills, taken