

[ Shri Triloki Singh ]

cularly from an hon'ble Member of the House the matter is deemed to be closed. Our procedure is based on the procedure in the House of Commons in the United Kingdom. And in the United Kingdom, the practice is that whenever an apology has been tendered, no action is taken. In this case, it seems that the Chair has, as a matter of abundant caution, proceeded further in the matter and made a reference to the newspaper concerned as to how it could get this news and publish it; and it had come forward with an unqualified apology. Therefore, Sir, I do not understand What all this "hulla-gulla" is about; Members are unnecessarily exercised. I would most humbly request through you that the matter be treated as closed.

SEVERAL HON. MEMBERS : Yes, yes.

CHAIRMAN : The matter is, therefore, closed.

DR. K. MATHEW KURIAN : Sir, I have a submission to make.

MR. CHAIRMAN : Please sit down.

SHRIMATI YASHODA REDDY : Sir,...

MR. CHAIRMAN : Please sit down. I have heard you once. I cannot hear you over and over again.

SHRI MONORANJAN ROY : Sir, we have been discussing...

MR. CHAIRMAN : Please sit down. Now, Calling Attention. Mr. Balachandra Menon.

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

STRIKE BY WORKERS OF NORTH-EASTERN RAILWAY AT BARAUNI AND GARHARA

SHRI BALACHANDRA MENON (Kerala) : Sir, I rise to call the attention of the Minister of Railways to the strike of the workers of the North-Eastern Railway at Barauni and Garhara resulting in the cancellation of trains and inconvenience to the travelling public.

[ MR. DEPUTY CHAIRMAN in the Chair ]

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIA) : Sir, the Railway staff at Garhara and Barauni stations of the North Eastern Railway have gone on strike from about 7.00 hours on 25.3.71. The Railway staff involved are about 3,800 in number. The strike is not warranted by law or procedure laid down. No strike notice as required by law was given. It is a clear case of illegal strike. But the strike is continuing even though it is the 12th day in succession in spite of the best efforts made by the Administration to persuade the workers to resume their duties.

The strike is causing loss to Government, inconvenience to the public and suffering to the labourers. 24 trains have to be cancelled per day. The daily average number of passengers travelling is about 4,500 and the goods transported per day are of the order of 10,000 tonnes. Nearly 1,000 Broad Gauge and 5,000 Metre Gauge loaded wagons are immobilised. Distress calls for movement of essential commodities to Tripura and Assam are being received as movement to these 'State's' is seriously affected.

Except for one incident, the strike has been peaceful. But there is apprehension that it may degenerate at any time into demonstrations and violence. Therefore, Section 144 has been promulgated and is in force. The necessary co-operation of the Bihar Government has been sought.

The demand of the strikers is that about 8,000 railway staff working within 20 kms. distance of the Fertiliser Plant, should be granted project allowance. In terms of money it amounts to about Rs. 50 lakhs per year. Payment of such allowance in one area may result in a chain reaction of demands all over the country.

Public corporations pay compensatory project allowance to Construction staff, where facilities like housing, medical, marketing, etc. are not available.

Under the Joint Consultative Machinery Scheme, there is provision for resolving

disagreements on pay and allowances between the labour and management by arbitration. A demand was made at the J. C. M. meeting for the grant of project allowance to railway staff working in the Farrakka Barrage area and the Dandakaranya areas on the ground that such an allowance was granted for P & T staff. Each Ministry, under powers delegated, decides the granting of project allowance according to conditions prevailing in their area of activity. The fact that some Central Government employees are granted project allowance cannot be accepted as binding on all other Central Departments without regard to conditions obtaining and finances available. This was explained to the representatives of the organised labour. It was stated that Railways pay construction allowance under certain conditions where normal facilities are not available. As conditions for the grant of such allowance to railway staff are not fulfilled in these cases no allowance could be sanctioned. As no agreement could be reached, this item was referred to arbitration. The Board of Arbitration under the Joint Consultative Machinery is dealing with this very issue.

The financial position of the Railways, as has been explained in my speech on the Vote on account Budget, is one of deepening deficit. The deficit in 1971-72 was Rs. 23.65 crores and in 1971-72 it increased to Rs. 33.12 crores.

An impossible position will be created if expenditure is incurred to meet demands, without the corresponding productivity and earnings.

The representatives of the two Federations, viz., the National Federation of Indian Railwaymen and All India Railwaymen's Federation are trying to use their good offices in bringing about normalcy. The Divisional Superintendent, Samastipur, the Chief Personnel Officer, and other officers of the Railway are on the spot continuously striving for the resumption of duties by the employees concerned.

**SHRI BALACHANDRA MENON:** On 1st January, 1971 this matter was placed before the Railway Board and the Government. And the Deputy Director (Establishment), Railway Board, was pleased to write to the General

Secretary, National Federation of Indian Railwaymen, that the details of the terms and conditions on which the project allowance is being allowed to other Central Government employees, are being collected and necessary sanction in this regard is expected to be issued within a fortnight. This is what the Railway Board has said here. The Railway Board, its representative, agreeing with the recognised union that this matter will be immediately settled within a fortnight, referred to Barauni and said—

“I have been directed to intimate that the question of payment of the project allowance to the railway employees in Farrakka Project areas as well as Barauni has been under the consideration of the Railway Board.”

This is what they have written. In the Joint Consultative Machinery it was accepted by all the representatives of the various departments that whenever any department agrees to any project allowance or any such thing, others will also take it up. Then, the Railway Board itself has agreed to refer such questions in the case of Dandakaranya project allowance to an arbitration board. It has already done it. But here it is not going to do it. Then the Railway Minister comes forward and says that the railways are running at a loss. One section of Government employees gets it, other sections do not get it. They accept the principle in the Joint Consultative Machinery, they write to the representatives that they are accept it, and then they go back on it. The thing is the railways themselves know that they are not so bad as that. I would like to point out that on the question of profit the railways have stated the average borrowing rate of the Government during 1969-70 being 4.5 per cent, the dividend paid at a higher rate by the railways to the general revenue includes an element of contribution. This is also there. Here is an industry which gave a dividend. Here is an industry which makes an element of contribution also to the Government. But that industry will not pay to its employees the same rate that other departments pay to their employees. Again on the question of productivity also it is clearly seen that during the last five to ten years productivity has increased. The number of workers has gone

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down. The employees are entitled for much more. Here the Government comes forward and says because of the losses, because of the low productivity, it is not in a position to do anything. This is incorrect. I want to know whether they are going to settle it directly or whether they will refer the matter to arbitration, as they have done in similar cases. If this is not done, then the strike is likely to extend and create more problems.

SHRI K. HANUMANTHAIYA : Regarding the last observation my hon. friend has made, namely, that the strike will continue, the Government has reconciled itself the position that it will continue. We have no say in the matter. It is already on its 12th day and it is an illegal strike. If the hon. friends think that the continuance of the strike will bring about a situation of conceding these demands, it is a mistaken stand.

So far as payment of project allowance is concerned, the principle is not in question at all. It is a question of the principle being applied to various places and demands. As I have already said in the statement, where housing, educational, medical and other facilities are not available, project allowance is given. To have all these facilities for a long time and then to insist upon payment of project allowance also is incongruous and it is a double demand which cannot be conceded.

श्री जी० बरबोरा (आसाम) : उपाध्यक्ष महोदय, आसाम के साथ हिन्दुस्तान के और प्रांतों का रेलवे कनेक्शन बरौनी होते हुये है। आज 12 रोज से इस सेक्शन पर रेलवे के मजदूरों की हड़ताल चली आ रही है। आसाम का कम्युनिकेशन कुछ दिन तो बिल्कुल पैरालाइज रहा और अभी भी पैसेंजर लोगों को बहुत तकलीफ है। खासकर वहां सामान भेजने में बहुत असुविधा है। उस इलाके में, उत्तर पूर्व इलाके में चीजों के दाम बढ़ने लगे हैं जिस से लोगों को काफी तकलीफ है। ऐसी परिस्थिति में आज 12 दिन तक इस हड़ताल का फैसला

सरकार नहीं करवा सकी। यह बहुत दुख की बात है और मैं पूछना चाहता हूं कि इसकी वजह क्या है ?

साथ ही साथ रेलवे में दो रिकगनाइज्ड फेडरेशन्स हैं। लेकिन काफी मजदूर इन दोनों रिकगनाइज्ड फेडरेशन्स के बाहर हैं। जो मजदूर दोनों रिकगनाइज्ड फेडरेशन्स के बाहर हैं उन लोगों की मांगों को पूरा करने के बारे में क्या व्यवस्था है ? उनके बारे में निगोसिएशंस की कोई खास व्यवस्था नहीं है। इसी वजह से आज रेलवे में कहीं लाइटनिंग स्ट्राइक हो जाती है, कहीं वाइल्ड कैट स्ट्राइक हो जाती है। मैं रेलवे मिनिस्टर साहब से पूछना चाहता हूं कि दोनों फेडरेशन्स के बाहर जो लाखों की तादाद में मजदूर हैं उन लोगों को समस्याओं को हल करने के बारे में क्या आप कोई मशीनरी कायम करेंगे या दोनों फेडरेशन्स के बाहर जो मजदूर हैं उनकी मांगों को हमेशा ठुकराते रहेंगे।

SHRI K. HANUMANTHAIYA : So far as labour laws and procedures are concerned, they are already well established. Both the government and labour should be follow those well established methods. But here, the labour has not followed them. That is our case.

So far as inconvenience to the public is concerned, the labour leaders and members of the labour unions and all of us are equally patriotic, and therefore they have to see that they cannot put the whole nation to ransom by this recalcitrant method. Therefore, it is not a question of only one section of our society having all for themselves and making other sections pay through their nose. This is a question of seeing both sides and seeing that justice is done to the labour and procedures are laid down for that purpose. I am prepared to follow any procedure that is laid down by the House through various enactments.

**श्री जगदम्बी प्रसाद यादव (बिहार) :** श्रीमन्, मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि मान्यता प्राप्त यूनियन और गैर मान्यता प्राप्त यूनियन में जो मान्यता सरकार देती है वह वास्तव में उनके मैनेजर के ऊपर निर्भर करती है। इनकी रिफार्म कमेटी की रिपोर्ट है कि मान्यता प्राप्त के लिए मतदान करवा कर रिकग्निशन देना चाहिए। तो सरकार, यूनियनों की मान्यता मतदान द्वारा दी जाय इसका प्रबन्ध वब तक करवायेगी? इसी संदर्भ में मैं दूसरा प्रश्न यह पूछना चाहता हूँ कि क्या यह बात सत्य है कि गैर-मान्यता प्राप्त यूनियनों के जो कार्यकर्ता और पदाधिकारी आज रेलवे में हैं उनको बदली करके और धमकी देकर अनेक प्रकार से सताया जा रहा है? तीसरी बात यह है कि अभी वायु-यानों की हड़ताल चली। उसके लिए मंत्री महोदय ने स्टेप लिए लेबर डिपार्टमेंट ने स्टेप लिए और उनकी काफ़ी मांगों की पूर्ति करके उस हड़ताल को समाप्त करवाया यह इसलिए कि उस हड़ताल से सारी दुनिया पर असर पड़ता था और सरकार की बदनामी होती थी। लेकिन आज सरकार यहां पर 8000 मजदूरों और लाखों लोगों में डिस्क्रिमिनेशन करती है और उन पर सरकार ध्यान नहीं दे रही है। अभी मंत्री महोदय ने एक बात स्वीकार की कि वहां प्रोजेक्ट एलाउन्स, योजना भत्ता पोस्टल डिपार्टमेंट ने दे दिया है और दूसरे विभागों के लिए बंदिश नहीं है कि अगर एक विभाग यह भत्ता दे तो दूसरा विभाग भी दे ही। तो मैं जानना चाहता हूँ कि केन्द्रीय सरकार के सभी विभागों में कोऑर्डिनेशन होता है और एक की प्रतिक्रिया दूसरे पर होती है। तो क्या सरकार बतायेगी कि उसके दो पोस्टल डिपार्टमेंट ने यह क्यों दिया और अगर दिया तो रेलवे विभाग यह कह कर कैसे अपने कर्मचारियों को बंदिश कर सकता है कि उसके पास पैसा नहीं है। तो मैं जानना चाहता हूँ कि सरकार कैबिनेट में इस बात का फैसला क्यों नहीं करती कि जब यह भत्ता पोस्टल विभाग ने

दिया है तो उसी क्षेत्र और उसी सकिल में जो रेलवे विभाग के कर्मचारी पड़ते हैं उन को यह भत्ता क्यों न दिया जाय? सरकार ने विभिन्न कठिनाइयों का विश्लेषण किया, लेकिन मैं जानना चाहता हूँ कि सरकार इस लाइन पर गाड़ी चला कर कब तक लोगों की कठिनाइयों को दूर करेगी?

**SHRI K. HANUMANTHAIYA :** Sir, so far as co-ordination is concerned, it should be there and I concede it.

**SOME HON. MEMBERS :** What ?

**SHRI K. HANUMANTHAIYA :** It should be there and the co-ordination to the extent of resolving all disputes that arises in the various sectors of Government undertaking has to be examined. As my hon. friend has suggested, a rational labour policy has to be evolved and the various suggestions made by Shri Yadav have to be taken into consideration. That is for the hon. House and the various parties and the labour unions and the Government to do and that is to be done. In the absence of a rational labour policy which we have to evolve, these strikes have taken place.

So far as the Railway Administration is concerned, Sir, it is not merely the responsibility to someone or two, but to the Houses of Parliament. We have to balance our budget and that is our primary duty and responsibility. If a particular Ministry does things wrongly, that does not follow that every other Ministry must follow suit. If there is anything wrong, that has to be rectified. Alas, this co-ordination has arisen only after there have been some discrepancies of the kind he has described and I admit it. But our primary responsibility of balancing the budget is an over-riding consideration, not that the P&T shows the road and the other Ministries have to follow suit. I agree that we have to bring about co-ordination in the matter of wages and salaries to such an extent that one sector does not run away with the cream and leaves the other sector of labour in the lurch and so, that has to be done. Therefore, Sir, it is not that the Government is unaware of the difficulties that the hon. Member has described and I appeal to him and to the other Members of

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the House that it is equally the the responsibility of the labour and the labour union members to see that the national interests are placed first rather than sectoral and selfish interests.

**श्री जगदम्बी प्रसाद यादव :** श्रीमन्, एक सवाल जो कि बरबोरा जी द्वारा उठाया गया था उस सवाल को ही उन्होंने डिस्कस किया, किसी और सवाल का जवाब नहीं मिला। श्रीमन्, मैंने पूछा था कि गैर-मान्यता प्राप्त यूनियन के सारे मजदूर, एक-एक कर के, वहाँ स्ट्राइक पर, हड़ताल पर हैं और यह सरकार उसके लिये कुछ नहीं कर पा रही है। जो गैर-मान्यता प्राप्त यूनियनों के पदाधिकारी हैं उनको रेलवे पदाधिकारी ट्रांसफर कर के, धमकियां दे कर के, तरह-तरह से तंग कर रहे हैं। अभी इन्होंने रेशनल लेबर लॉज की बात कही है।

**श्री उपसभापति :** यादव जी, आपके किस सवाल का जवाब नहीं मिला, यह तो बताइये।

**श्री जगदम्बी प्रसाद यादव :** श्रीमन्, इनको समझाना पड़ेगा।

**श्री उपसभापति :** वह समझ गये हैं, समझाने की जरूरत नहीं है।

**श्री जगदम्बी प्रसाद यादव :** श्रीमन्, रिकगनाइज्ड यूनियन की बात नहीं है। मुझ पता नहीं कि श्रीमान रेलवे मंत्री महोदय रेलवे विभाग में रहेंगे या नहीं। रेलवे विभाग में पिछले दिनों बहुत गैरजिम्मेदारी की बात हो रही है, दर्जनों चिट्ठियां हम लोगों की पड़ी हुई हैं जिनका कोई उत्तर हमें नहीं मिलता है। हम लोग जानते हैं कि जो अनरिकगनाइज्ड यूनियन के लोग हैं उनसे यह मिलते नहीं हैं, उनकी बातों को सुनते नहीं हैं, उनकी समस्याओं का निदान नहीं ढूँढते हैं सिर्फ यह कह कर कि स्ट्राइक इल्लिगल है उससे निकालना चाहते हैं। इसलिये मैंने सवाल पूछा था कि गैर-मान्यता प्राप्त लेबर यूनियन्स की समस्याओं को

उन्होंने समझा है या नहीं और उनकी समस्याओं के उच्चार के लिये कौन सी बात उन्होंने की है? लाखों लोगों को परेशानी हो रही है। इधर डिफेंस की लाइन है, श्रीमन्। तो उसके लिये कोई व्यवस्था क्या आप कर रहे हैं?

**श्री उपसभापति :** ठीक है, आपका सवाल वह समझ गये। Do you want to add anything to the reply?

**SHRI K. HANUMANTHAIYA :** It is not a question of not replying to his points. When I made a comprehensive reply, I thought he would understand that answer is given to his question on recognized and unrecognized unions also. These are hard facts which cannot be resolved by a simple reply made by me to the questions asked. These are difficult problems. But they have to be tackled.

**श्री जगदम्बी प्रसाद यादव :** श्रीमन्, जरा सुनिये। श्रीमन्, हम आपका प्रोटेक्शन चाहेंगे। सवाल पूछने की बात नहीं है। हम आपका प्रोटेक्शन चाहेंगे। श्रीमन्, मंत्री महोदय यह भी बता दें कि वह रेलवे विभाग में रहेंगे या नहीं।

**श्री उपसभापति :** यादव जी, आप बैठिये, उन्होंने आपके सवाल का जवाब दे दिया है।

**श्री जगदम्बी प्रसाद यादव :** श्रीमन्, मैं यह इसलिए पूछना चाहता हूँ क्योंकि माननीय सदस्यों का अधिकार है कि रेलवे मंत्री को पत्र लिखें और उन पत्रों का उत्तर देने की जिम्मेदारी उन पर है। वह यह भी जवाब नहीं दे रहे हैं कि वह पत्र पाये हैं, जो समस्याएँ उसमें उत्पन्न की जाती हैं उनका निदान करना तो दूर की बात रही। इसीलिये मैंने कहा था, गैर-मान्यता प्राप्त यूनियनों की समस्याओं का निदान रेलवे के पदाधिकारी नहीं करते हैं, उनको रिकगनाइज्ड भी नहीं दिया हुआ है और उनकी समस्याओं का निदान भी नहीं करते हैं।

**श्री उपसभापति :** उन्होंने कहा है उसके बारे में कि गवर्नमेंट रिकगनाइज्ड और नान-रिकगनाइज्ड के बारे में सोच कर के जो कुछ कर सकती है, करेगी।

**श्री जगदम्बी प्रसाद यादव :** वह रिफार्म्स कमेटी में थे, उन्होंने वहां कहा है कि यूनियन में बैलट करना चाहें, यह रिफार्म्स कमेटी की रिपोर्ट है, यूनियन की मान्यता का सिद्धांत मतदान होना चाहिए, क्यों नहीं वह इसको घोषित करते हैं? आज वह घोषित करें कि यूनियनों की मान्यता मतदान द्वारा करावेंगे। कोई जवाब नहीं देते हैं और कहते हैं कि काम्प्रहेंसिव रिप्लाय दिया है।

**श्री उपसभापति :** आपको कुछ और कहना है? Do you want to say anything more?

**SHRI K. HANU MANTHAIYA :** What he has made is a suggestion. I have said that we will take it into consideration.

**श्री भोला प्रसाद (बिहार) :** श्रीमन्, उपाध्यक्ष महोदय, रेल मंत्री महोदय ने इस बात को माना है और यह तथ्य है कि खुद रेलवे इम्प्लाइज का, मजदूरों का, प्रोजेक्ट एलाउंस का सवाल फरसूवा में और दंडकाराण्य में आबिट्रेशन के मातहत विचारणीय है और अगर पी० एड० टी० के सभी लोगों के लिये और खुद रेलवे इम्प्लाइज के लिये प्रोजेक्ट एलाउंस देने का सबल दूसरी जगह विचाराधीन है और वह अबिट्रेशन के अन्दर लिया गया है तो फिर बगौनो और गरहरा के रेलवे मजदूरों की इसी मांग को सरकार क्यों नहीं मानती और अगर नहीं मानती है तो यह सरकार खुद मजदूरों के साथ एक पक्षपातपूर्ण मजदूर विरोधी रवैया अख्तियार करके, मजदूरों को भड़काने के लिए बाध्य करती है।

फिर हम यह मानना चाहते हैं कि जब गरहरा और बगौनी के मजदूरों ने रेलवे बोर्ड को जनवरी, 1971 में लिखा और उसने जवाब दिया,

वहां की रेलवे यूनियन को कि आपकी मांग पर विचार किया जा रहा है और जल्द ही इसका निर्णय किया जायेगा। फिर क्यों सरकार उनकी मांग को टालती रही, जब कि मजदूरों ने भूख हड़ताल की, उसके बाद भी सरकार ने उस मांग को टालने की कोशिश की और आज 12 दिन से वह हड़ताल चल रही है, ऐसी गम्भीर हड़ताल शायद ही रेलवे में होती है ...

**श्री उपसभापति :** सवाल पूछ लीजिए।

**श्री भोला प्रसाद :** शान्तिपूर्वक हड़ताल चल रही है और उसके बाद भी यह सरकार उनकी मांग को मानने के लिए तैयार नहीं है. . .

**श्री जगदम्बी प्रसाद यादव :** शांति की बात सरकार कब सुनती है?

**SHRI K. HANUMANTHAIYA :** Sir, it is not a question that has been put. The very observation that he has made, the very phrase "project allowance" means a new project must be started. A new project means where they have undertaken a new construction and where all kinds of facilities, like housing, medicine and other educational facilities are not readily available to start the work. Here is a railway system, Barauni and Garhara Railway, which is there for a long time. No project allowance was being paid. These people now ask for the project allowance on the basis that Fertilizer Plant, which is being built now, there the labourers are being paid project allowance. This is illogical. The Members have to see what project allowance means, whether the rules of eligibility are applicable to them or not.

**SHRI N. G. GORAY (Maharashtra) :** Sir, I feel, after listening to what Mr. Minister has said, that the Government is having second-thoughts. They are now raising the question of productivity and the wages and other facilities to be given to workers. The other question that has been raised as an after-thought, is that because so many of them are involved, the Government will have to consider whether they can give them the same facilities or not. Sir, I would like to ask the Minister whether it is not their own Department which is responsible for creating these expectations

[Shri N. G. Goray]

in the minds of the workers who are now on strike. Sir, my friend here referred to the letter from the Railway Board to these people, saying that this project allowance has been accepted in principle in that area also and very soon the orders will be issued. This was on 27th February, 1971. The workers waited for two months and now it is only that when they were completely disillusioned and disappointed they have gone on strike. Therefore, I am asking the Government whether they should not reconsider their decision. When you give certain facilities to workers in one area, in Dandakaranya you refer the whole question to arbitration, why is it that in this particular area, which is a very vital area, so far as the Railways are concerned, the workers have to go on strike and the Minister says that we shall have to reconsider the whole issue, we shall have to see whether profit is there or not, whether the Railways can afford it or not? I think these are after-thoughts. I would request him at least to refer this matter to arbitration and just as in Dandakaranya, let the employees have satisfaction that the whole question is being reviewed and whatever the arbitration says we shall think about it afterwards.

SHRI K. HANUMANTHAIYA : Sir, I will keep in mind the suggestion that the hon. Member is making.

SHRI N. G. GORAY : This is a vital question. What is it keeping in mind? Why can't you say that the question will be referred to arbitration?

SHRI K. HANUMANTHAIYA : I cannot improve upon the reply that I have given here.

श्री शुक्देव प्रसाद (उत्तर प्रदेश) : श्रीमन्, क्या मैं माननीय मंत्री महोदय से जान सकता हूँ कि वहाँ की मान्यता-प्राप्त हिन्दू रेलवे मजदूर यूनियन, या ऐसा ही कुछ नाम है, जिन्होंने यहाँ के रेलवे अधिकारी या रेलवे मिनिस्टर को लिखा कि यह प्रोजेक्ट अलाउन्स बरौनी को भी दिया जाये और रेलवे बोर्ड ने जो लेटर अभी आपके रेफरेन्स में आया है, वह लेटर वहाँ पर लिखा कि यह सिद्धान्त रूप में मान लिया गया है, वह अलाउन्स उनको दिया जाय। इस

बात को देखकर कि यह अलाउन्स तो मिलेगा ही, बहुत सारी छोटी-छोटी जो स्थानीय यूनियनें हैं, वह इसका फायदा उठाने के लिये ताकि फायदा यूनियन को न जाए बल्कि इसका फायदा हम उठाएं, उन्होंने हड़ताल तो कराई और बावजूद इसके कि तमाम मजदूर जो हैं वे रेलवे में काम पर जाना चाहते हैं लेकिन ये स्थानीय यूनियनें उनको डराकर, धमका कर, डरा कर और दबा कर उनको काम पर जाने से रोक रही हैं। क्या मैं माननीय मंत्री जी से जान सकता हूँ कि क्या इसको कोई रिपोर्ट उनके पास है कि नहीं?

1 P. M.

SHRI K. HANUMANTHAIYA : Sir, it is really, as the Members suggested, inter-union rivalry between political parties and ideologies. Therefore, if it is a question of purely labour and emoluments, it can be considered very dispassionately. Here some unions want to.

SHRI N. G. GORAY : I want your protection. Now the Minister says because it is a question of...

SHRI K. HANUMANTHAIYA : Under the Calling Attention rules, is a Member allowed to make speeches two or three times?

MR. DEPUTY CHAIRMAN : He wants protection. What is your difficulty Mr. Goray?

SHRI N. G. GORAY : I am pointing out the contradiction. He says now because it is the product of inter-union rivalry, it cannot be solved. You leave a side the rivalry. You made a promise that it is accepted on principle. They point out that the P. & T. people are getting those facilities. I am pointing out that in Dandakaranya you referred to arbitration. I say, why do you not the same thing here? Why have you referred to the inter-union rivalry? There may or may not be rivalry. What does it matter?

DR. K. MATHEW KURIAN : The Minister has misled this House when he referred to the P. & T. employees and said that they were getting projects allowance but in the Railways rent-free accommodation is given. It is a fact

that only some sections of the railway employees are getting rent-free accommodation. The Ministry of Finance O. M. No. 7(4) E-II(B)60 dated 3.5.61 said that in the case of the P.&T. employees who have been provided with rent-free accommodation the project allowance will be reduced by 20 per cent. It is also stated that in the event of Barauni being declared as 'C' class city, the project allowance would be reduced by 50% in terms of para 8 of the Ministry of Finance O. M. F-7(4) F-II(B)/60, dated 23rd March 1960. Therefore it is very clear that there is an established procedure in the P. & T. Department where in the case of rent-free accommodation, the project allowance will be reduced by a certain percentage. There is already a formula in the Government to give project allowance and a system is worked out. The Minister comes here and confuses the whole issue by saying that in the Railways it cannot be done because there is rent-free accommodation. May I know if the Minister is aware of facts and in view of the fact that in the P. & T. Department there is a clear provision, may I know whether this will be extended to the other departments of the same Government?

Secondly, the Minister says that the whole problem is because of inter-union rivalries. I charge the Government that they are supporting and propping up a large number of unions which are only paper unions, which comes to 82 in number. They have been propped up and inter-union rivalry is encouraged by the Government and then the Government takes protection under that. I also say that while the Labour Minister makes propaganda statements about radical changes in labour policy and the Labour Minister is also here—the Railway Ministry moves in the opposite direction and the whole Government's profession goes astray.

**SHRI K. HANUMANTHAIYA :** I admit no such discrepancy nor is it my purpose to mislead the House. Instead of understanding the simple words contained in the Government order it is the other set of people who are trying to mislead the House and mislead the workers. The question is only how the project allowance will be paid. According to the Government orders whether a particular de-

mand attracts liability for payment is the only question. As I said before—and I repeat it—where housing and other facilities are available this allowance is not paid. No Government employee can claim both benefits, housing and other facilities as well as project allowance. This is the incongruity which has to be resolved with reference to the demand that is being made. And that is the only question.

**SHRI DWIJENDRALAL SEN GUPTA** (West Bengal) : Mr. Deputy Chairman, Sir, I find a change in their stand, between the one before the election and the one after the election. The attitude of the Government has changed now. The position taken by the Government in February before the election when Shri Nanda was the Railway Minister is now changed. May I know whether the Government did or did not know that what they say now is against the claim of the workmen for this project allowance? Secondly, if we consider this question from the point of view of principle, then under certain circumstances the project allowance will be given how does it become relevant then whether the railways are running at a loss or a profit or whether the productivity is more or less? My last question is this. Is this not an act of discrimination for the Government to refer the matter to arbitration in respect of Dandakaranya and not to refer it in respect of this project? You either settle it by a joint conference with the accredited representatives of the unions or refer it to arbitration. Otherwise strike is the only alternative. If the Government does not refer it to arbitration or does not settle it with the union representatives what else can the workers do? They can only go on strike. It is the Government who by their peculiar attitude is contributing to the continuance of the strike.

**SHRI K. HANUMANTHAIYA :** So far as production is concerned unless we have money where are we to pay from? That is a simple question that does not require any theory or ideology to answer. Secondly, Government's business is to settle such disputes it is only other people who are creating complications.