

or other the whole thing has been scuttled and in this way the shortage of scooters is being accentuated? May I know whether that proposal has been abandoned or it is going to materialise in practice?

SHRI FAKHRUDDIN ALI AHMED: The question of increasing production is under consideration and all such proposals as are with us will be given due consideration.

SHRI ARJUN ARORA: May I know if the Government is aware of the fact that it is Government's own licensing policy again which is responsible for the scarcity of scooters? The Government has given licences to some people who have not set up any plants. Their names find a place in unstarred question No. 706 of to-day. Others are not given licences. More than two years back the Government invited applications for scooter manufacture and its intention was to license more capacity but more than two years have elapsed and the Government has not taken any decision on new applications for licence to manufacture scooters. Some of them were in collaboration with rupee payment areas but the Government has done nothing and thus, it is the failure of the Government to decide one way or the other on the applications for licence invited in 1965 that is responsible for holding up the production of scooters.

SHRI FAKHRUDDIN ALI AHMED: It is no use flogging a dead horse. I have repeatedly said that the whole matter of the policy is under consideration.

SHRI A. C. GILBERT: Sir, it has come to my notice that some officials drawing salaries of Rs. 1,000 and even Rs. 2,000 are allotted scooters on a high priority basis and they actually pass on the vehicles to their relations and others. These high-salaried officers should go in for motor cars and not for scooters. They should go in for cars and spare these scooters for the lower-salaried officials for whom

these vehicles are really meant. If this is a fact, may I ask whether the Government will consider fixing a maximum monthly salary of Rs. 1,000 and a minimum of Rs. 400 per month in order to entitle that official for the allotment of a scooter on a priority basis?

SHRI FAKHRUDDIN ALI AHMED: Sir, I have already said that we have fixed that officers drawing more than Rs. 900 per month should be given a certain number of things. If the hon. Member can pass on to me the names of officers who after purchasing the scooters have passed them on to their relations and so on, I shall certainly take action.

SHRI KRISHAN KANT: Instead of allotting the scooters on a salary basis, will the Government consider allotment of scooters on the basis of the distance that the Government servant has to travel from his place of work or according to his duty hours or touring or travelling duties?

(No reply)

REPRESENTATION AGAINST RETRENCHMENT POLICY

*383. **SHRI KRISHAN KANT:†**
SHRI M. P. BHARGAVA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representations from Assistants and Class IV officers against the policy of retrenchment on the Indian Railways; and

(b) if so, what action Government are taking in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) and (b)

†The question was actually asked on the floor of the House by Shri Krishan Kant.

The information is being collected and will be laid on the Table of the Sabha.

SHRI KRISHAN KANT: May I know how many Assistants have been reverted?

SHRI PARIMAL GHOSH: Sir, there is a category called Assistants under the control of the Railway Board. Because of the economy drive in the Railway Administration some of these Assistants who were officiating as Assistants have been reverted to posts of Upper Division Clerks and some Upper Division Clerks have been reverted to posts of Lower Division Clerks, consequent on the giving up of some posts of Assistant Directors and Section Officers.

SHRI KRISHAN KANT: May I know if it is a fact that many of these reverted Assistants had spent periods of nearly ten years in the posts of Assistants and when they were reverted they have suffered a loss of Rs. 100 per month? If so, why this discrimination? Officers who are so very touchy about their seniority have been given safeguards and protection and these lower people have been reverted and put to loss in this way. Is this really socialism?

SHRI PARIMAL GHOSH: The action was not discriminatory because all these Assistants were officiating in their posts and . . .

SHRI KRISHAN KANT: For ten years they were in those posts.

SHRI PARIMAL GHOSH: No, some of the Assistants were working for five or six years, but none of them was there for a period of ten years. Even then, as they were only officiating in those posts their reversion does not mean retrenchment. Definitely they have lost some of their emoluments, but these things have to be taken up because of the present economic condition and the need for economy and consequent on

the giving up of some of the higher posts of Assistant Directors and Section Officers. Because these posts were given up so naturally these Assistants who were officiating had to be reverted to their substantive posts.

SHRI KRISHAN KANT: The Railway Minister said earlier that some Joint Directors' posts were abolished and they were given equivalent posts as Marketing Officers with some Rs. 200 benefit. These officers were not retrenched on the ground of economy, but their pays and allowances have been safeguarded. What about safeguarding the pays and allowances of these Assistants?

SHRI C. M. POONACHA: The hon. Member is connecting this question with another question.

MR. CHAIRMAN: He cannot.

SHRI C. M. POONACHA: If I have your permission, Sir, I will explain. Consequent on the surrender of posts by the Railway Board, six Joint Directors reverted back to Railways. They went back. They had been brought here as Joint Directors and consequent on the surrender of these posts in the Railway Board they had to go back to Railways and generally fitted into their original places from which they had come to the Railway Board. Out of them two have been posted as Marketing Survey Officers and they have been appointed as such, without creating any additional posts.

SHRI M. P. BHARGAVA: May I know from the hon. Minister whether he has satisfied himself that all is well in the Railway Board, that there is no favouritism, nepotism and corruption being practised in the Board as far as the behaviour of the senior officers is concerned towards their juniors? May I know whether he is aware of the fact that there is a lot of discontent among the junior employees of the Railway Board and the

Railways? If that is a fact, what steps does he propose to take to set matters right?

SHRI C. M. POONACHA: Sir, the question before the House refers to certain retrenchment. Now the hon. Member has chosen to take another point for eliciting answer. Well, if there is anything specific that has come to the notice of the hon. Member regarding favouritism, nepotism, etc. I will certainly look into it. It is somewhat difficult to answer a general question of this nature.

SHRI CHITTA BASU: Sir, . . .

(Several hon. Members stood)

MR. CHAIRMAN: There are some hon. Members who stand up for every question. There are some who do not stand up at all. So when someone from these Members stands up I want to give him a chance. Mr. Chitta Basu.

SHRI CHITTA BASU: Sir, will the hon. Minister be pleased to state whether it is a fact that a large number of railway employees under the Railway Electrification Scheme have already been retrenched or are likely to be retrenched in the coming days? If that is a fact, what steps does the hon. Minister propose to take to prevent that retrenchment and to protect their employment?

SHRI PARIMAL GHOSH: Sir, it is a fact that about 1,600 Railway Electrification casual workers in the unskilled class IV category were declared surplus and retrenchment notices were issued to some of them. The electrification work on the Railways is a project work and these people who were working on this project are not regular servants of the Railways. From the regular Railway employees there is not a single retrenchment up till now. But the very nature of this work is such that it is like a project, a construction work. They are seasonal and

intermittent. Such workers are not basically treated as direct Railway employees. They are employed for a particular job and with the completion of that job they have to be retrenched. These workers are recruited locally on daily rates, the rates being those that are prevalent in that section. That is why there is no way out for the Railways but to retrench some of these casual workers after the completion of the particular project.

MR. CHAIRMAN: There, Mr. Anandan who is a labour leader and a railway man.

SHRI T. V. ANANDAN: Sir, the hon. Minister has given a reply saying that the information is being collected and will be laid on the Table of the Sabha. But before he collects the information much water would have flowed under the Indian Railways. There are thousands of engineering staff who are under orders of retrenchment and on the intervention of the recognised organisations this retrenchment has been stayed. But every month their services are being extended. The sword of retrenchment is on their heads. For instance, I can say that on the Southern Railways, in Madras Division, Bridge Engineering Staff have been served with notice and now every month their services are being extended. There is, however, a Directive issued by the Railway Ministry to the Indian Railways that if a casual worker or substitute labourer had worked on anything other than a project for six months, then his services should be continued and will be considered for permanent vacancies. There are so many vacancies in the Indian Railways and the Indian Railways are not following this Directive of the Railway Ministry. Will the Railway Minister give a categorical statement here in this House on this question that such of these casual or substitute workers who had been employed for more than six months on works other than

projects will not be retrenched before he collects this information and furnishes it to the House?

SHRI C. M. POONACHA: Sir, the question relates to the subject of retrenchment of casual labour, of temporary employees of the Railways who were working on certain projects, as temporary workers. When that particular work is finished then naturally they will have to be laid off. Later on, against certain permanent vacancies as and when those vacancies arise, these very persons are considered for being appointed even by relaxing the age-limit and by making certain other relaxations. As such they are considered for appointment in permanent vacancies. This is the exercise and this is a continuous exercise which is going on in all the Railways concerned. There is another aspect of the matter. On one side we are asked to observe the maximum economy and to avoid wasteful expenditure. In another breach or on the other side there is the suggestion that we should carry with us surplus employees that we may have on the various Railways. As I said, this is a continuous exercise, a continuous examination is going on and we can only retain the essential staff required for running the Railways and if any excess is found anywhere, that will have to be reduced.

SHRI NIREN GHOSH: I would like to draw your attention to the answer the Minister gave. To the question whether any representations were received the said information is being collected. This is a peculiar way of killing a question and I would like to draw your attention that Ministers should not answer in this way. They knew that representations were made.

Having said that I come to the question. I want to know whether electronic computers have been installed in the Railways and if so how many computers and in how many Rail-

ways and on that have they received any representation from the Railway staff? In one single Railway, the Eastern Railway, due to electronic installation at least 35,000 to 40,000 employees are going to be out of employment. When the Minister is saying on the electrification question that they have to be retrenched, I say they are misleading the House. We took up this question with the Prime Minister even and we pointed out that every year there is a big surplus number of posts that require to be filled. If they are provided for in the open Railways and if a Central pool is created all of them can be absorbed, even the casual workers of the open Railways. We pointed this out to them and they could not deny it. Yet we are dishied out an answer like this.

Secondly if his answer is correct then the question arises whether this process of retrenchment or reduction of the employment potential on a very large scale by the installation of electronic computers should not be discontinued. If economy is required the Ministry should know that economy can be effected in the overhead charges, in the administration at the top level and not at the base level where there is a shortage of staff.

SOME HON. MEMBERS: This is not a question.

(Interruptions)

MR. CHAIRMAN: Every Member is accustomed to make a speech and each one complains that the others make speeches. I must find some remedy to stop all this.

SHRI A. G. KULKARNI: This is the other side of the Rajnarain Technique. For that purpose we are doing this.

SHRI NIREN GHOSH: These are questions. I did not make any statement.

SHRI PARIMAL GHOSH: In reply to the hon. Member's question I would like to say that his first point was

that we have given a misleading answer. So far as the regular employees are concerned what we have stated is that the information is being collected and will be laid on the Table. We have received some information from some of the Railways that there has been no retrenchment of any Class III or Class IV regular employees but we have not received all the information from all the Railways and as such we have said that the information is being collected. So far as electrification is concerned I would like to say that notice has been served to 700 workers. Out of that we have told them that we are prepared to give employment to 400 persons provided they are prepared to go to work at Bilaspur at the current rate prevalent at Bilaspur but all these 400 people have refused. Regarding absorption of the R.E. people we have made all endeavour as far as we could. I would make it very clear to the hon. Member that we are recruiting about 800 people to the Eastern Railway but not a single outsider will be recruited. We have some surplus in the Eastern Railway and along with that 150 R.E. people will be absorbed in permanent vacancies. In the South Eastern Railway we are employing about 1,000 people and there also recruitment will be purely from the casual workers and about 200 will be taken from the R.E. Out of the 700, 350 will be absorbed in permanent vacancies and the rest have been offered employment at Bilaspur at the current rate which they did not accept.

MR. CHAIRMAN: Next question.

SHRI A. C. GILBERT: Today being the happy day, would you not give me a chance?

MR. CHAIRMAN: All right.

SHRI A. C. GILBERT: May I know from the hon. Minister if there is any drive in the Railway Board and in other offices under it to eliminate the corrupt officials or to revert them or to transfer them to other zonal

Railways and if so may I know the number involved?

SHRI C. M. POONACHA: Sir, the endeavour is to eliminate corrupt officers and that endeavour is maintained right through. If there is any specific instance the hon. Member could pass it on to me and I will certainly take due notice of it.

SHRI P. C. MITRA: Is it a fact that Assistants who were promoted ten to fifteen years back were promoted after a competitive examination but now the U.D.Cs. who failed in the examination have been made Assistants and the Assistants who were successful in the examination have been reverted to their old posts?

SHRI C. M. POONACHA: When the Upper Division Clerks were promoted to officiate as Assistants there was no examination held. Because some of the posts were lying vacant these people were promoted to officiate in those vacancies.

*384. [The questioner (Shri Babubhai M. Chinai) was absent. For answer, vide col. 3172 infra.]

ट्रांसिस्टर निर्माताओं द्वारा आयातित सामग्री का काले बाजार में बेचा जाना

*385 श्री विमलकुमार मन्नालालजी चौराया : क्या वाणिज्य मंत्री 22 जून, 1967 को राज्य सभा में अनारक्षित प्रश्न संख्या 1027 के दिए गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) दिल्ली में जिन 108 ट्रांसिस्टर निर्माताओं को 1 मई, 1966 से 30 अप्रैल, 1967 तक आयात लाइसेंस दिए गए थे उनमें से किन-किन की जाच इस वास्त की गई कि उन्होंने प्राप्त सामग्री को काले बाजार में नहीं बेचा है;

(ख) क्या इस बात का पता लगाने के लिए कोई सर्वेक्षण किया गया है कि दिल्ली में कितने ट्रांसिस्टर निर्माता ऐसे हैं जिन्हें