

says in 1957-58 the total number of j accidents was 9011 out of which fail- I ures of engines and rolling stock account for 4695, that is, 52-1 per cent. Then he gives the reason as the failure of human element and gives 41 1 per cent, as the figure. What is the condition in the Railways? Let us go and see under what conditions the people are working? When the world is thinking in terms of a 42 hour week, we are thinking in terms of 60 hours and 84 hours in respect of intermittent •workers. The running staff who have to work on foot plate, work for more than 14 to 16 hours without rest. You increase the workload of the workers. The condition of your rolling stock and your machinery is not proper. You cannot replace them. Your safety measures do not work properly. When these things are going on, you come and say that the human element is responsible for the accidents. For the same reason we want a committee to >go into the working conditions and see that this unrest is avoided. You •evolved a principle for recognition of the unions in the 16th Indian Labour Conference. That is not applied in the Indian Railways. In the Indian Railways you are favouring one union and giving them all facilities. Even the right of organising the trade union sometimes is being questioned. If one •organised a trade union, he is dismissed under the National Security Rules. He is not allowed to collect subscriptions and hold meetings in railway premises. These are the reasons that make the railway workers think in terms of struggle to get their growing grievances redressed.

The dock workers' position is the next important thing. There was a strike and that was called off on the advice of the Prime Minister.

(Time bell rings.)

Sir, you kindly give me a few minutes •more. Even after that, what happened at the negotiations? You had the Choudhri Commission Report. When you had to implement that you said

that you could not implement it im full. You appointed it and you don't implement its decisions.

I will say only one word about the strike that is going on in the Much-kund Hydro-electric Project which is a very important project for Andhra Pradesh and Orissa States and where nobody wants stoppage of work. I want a Parliamentary Committee to enquire into the causes of this strike, which is continuing especially from the 27th August. What are the reasons? The Orissa Tribunal gave an award and the Andhra Pradesh Government appealed in the Orissa High Court and got a Stay order from the Orissa High Court. That refers to retrenchment and payment of compensation. They don't implement these regulations, they don't even observe certain formalities of the process of retrenchment. They don't give them alternative employment. When the whole country is agitating for an increase in dearness allowance the Andhra Pradesh Government sanctioned an *ad hoc* increase but does not implement it there. All that is responsible for the strike in Muchkund Hydro-electric Project. Every Andhra is proud of that project.... *(Time bell rings.)*

MR. DEPUTY CHAIRMAN: Your 15 minutes are over. Mr. Gopala Reddy will lay some papers on the Table.

SUPPLEMENTARY DEMANDS FOR GRANTS FOR EXPENDITURE OF CENTRAL GOVERNMENT (EXCLUDING RAILWAYS) IN 1958-59

THE MINISTER OF REVENUE AND CIVIL EXPENDITURE (SHRI B. GOPALA REDDI) :
Sir, I lay on the Table a statement showing the Supplementary Demands for Grants for Expenditure of the Central Government (excluding Railways) in the year 1958-59.