

MR. DEPUTY-SPEAKER: I now put the Resolution moved by Shri Kedar Pandey to the vote of the House.

The question is:

"That this House approves the recommendations made in paragraphs 13 and 14 contained in the First Report of the Railway Convention Committee, 1980, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 25th February, 1981".

The motion was adopted

17-30 hrs.

APPROPRIATION (RAILWAYS)
BILL,* 1981

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDEY): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways."

The motion was adopted

SHRI KEDAR PANDEY: I introduce the Bill.

I beg to move:

"That the Bill to authorise payment and appropriation of certain

sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways, be taken into consideration."

There are six hon. Members to speak now on the Appropriation Bill. I will permit only three minutes to every Member. Shri Somnath Chatterjee.

SHRI SOMNATH CHATTERJEE (Jadavpur): May I have the attention of the hon. Ministers. What I want to refer. (Interruptions). ..

I would request his kind attention, as it is a very serious matter.

After the loco men strike and during the loco men strike various disciplinary actions have been taken by the Railway authority. Very repressive and ruthless steps of victimisation have been taken. I am sure the hon. Minister does not know it and if he knows it then he is not fit to be there. Some dismissal orders.... (Interruptions).

May I have your kind attention?

MR. DEPUTY-SPEAKER: Order, order, Mr. Jyotirmoy Bose.

SHRI SOMNATH CHATTERJEE: Certain employees of the Railways (Interruptions)

I would request the hon. Finance Minister and Law Minister, I do not know whether he believes only in lawless laws. (Interruptions).

*Published in Gazette of India Extraordinary Part II, Section 2, dated 17-3-81.

†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.

[Shri Somnath Chatterjee]

What has happened? Has this Cabinet has any sense of prestige or not? Temporary, casual railway employees have been dismissed with notices that if his father does not resume duty within twelve hours, he shall be dismissed from service. There is not one case alone. There have been numerous cases. Dismissal orders have been typed out in slips with blank places where name of the father and the name of the employee is mentioned. I had to go to the High Court and obtain orders against that. I ask the Government, is this a civilised administration? Father is on strike and the son, because he is a casual or a temporary employee, is being given notice that within twelve hours if his father does not resume duty, then he shall be dismissed and they have been dismissed.

I would like to know whether the hon. Minister supports such dismissal, whether the Cabinet here supports such dismissal and whether they have got at least this little sense of decency and civilised norms of behaviour that they immediately issue orders for the withdrawal of such draconian orders of dismissal. I request the hon. Minister to state categorically whether the Government of India supports such orders of dismissal. I want to know whether the hon. Minister knows of it or not. I would request him to declare here itself categorically that such type of victimisation will not be repeated in future.

Numerous cases, more than 1100 employees, have been dismissed under rule 14,(2), that is, without any inquiry and under rule 2046, which is also without an inquiry, compulsory retirements and so on and so forth. If this Government believes that by taking such steps of victimisation, such repressive measures, against the employees they will get the cooperation of the employees, then they are sadly mistaken. You cannot get the willing cooperation of the employees by taking such steps of victimisation. Nobody in this country has said that the demands

or the basis on which the locomen went on strike are without any foundation. They do not want to sit across the table. They do not want to carry out their own obligations. If the workers have to take an industrial action, then this type of victimisation takes place. This is not the way you should behave with your employee. If any employee in this country takes recourse to an industrial action to save his minimal rights and, in return, if such type of repression is let loose, this does not and cannot bring about any discipline, any contentment, anywhere. Therefore, I request the hon. Minister to state categorically whether such dismissal has been done with their approval and what he is going to do about it.

Secondly, Calcutta has been chosen for experimenting with an underground railway. Now, we are reaching a situation of immobility in Calcutta. Large areas of Calcutta are dug up. 1985-86 is supposed to be the time-table for its completion. With a terrible increase of population in Calcutta and the vehicular traffic, we are in tremendous difficulty. The hon. Minister probably has been kind enough to spend some time and visit the place. I believe, Mr. Jaffer Sharief has gone there. What is the difficulty that we are facing? Apart from the question of expediting the completion of Metro railway, because all other cities are discarding the project—they do not want it, Calcutta's experience is sufficient for other cities—there is a very strong demand of the State Government and the State Government has been repeatedly requesting the Central Government to think very seriously about the circular railway. Sir, I do not why the Minister is laughing. Whenever we talk of West Bengal or Calcutta, they laugh.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): We take it very seriously.

MR. DEPUTY-SPEAKER: You do not want that the Minister should smile. He is only smiling.

SHRI SOMNATH CHATTERJEE: Let them smile not in this manner. They should not laugh away our proposals.

An amount of Rs. 35 crores is necessary. There are tracks already available. The only thing that is needed is a decision at the Central level and its implementation. Otherwise, it is very difficult to meet the traffic problems in Calcutta. I earnestly appeal to the hon. Minister to take this into consideration very seriously. Other aspects are also there. But I do not want to take more time of the House. I request the hon. Minister to react favourably to these two matters.

SHRI K. A. RAJAN (Trichur): Mr. Deputy Speaker, Sir, I would like to draw the attention of the Minister to the traction technology in the railways. I mention this topic of traction technology with a view to put forth the economics of traction. As I understand,

100 Gross tons Haulage by Steam Locomotive works out Rs. 12/-.

1000 Gross Ton Haulage by Diesel locomotive works out to Rs. 5/-.

1000 Gross Ton Haulage by Electric locomotive works out to Rs. 3/-.

In the circumstances, I impress upon the Hon. Minister to review the overall policy regarding traction.

I do not find any rational approach to this problem. Where there is surplus electric energy, you are not going for electric traction. But, where there is scarcity of electric energy, you are going for electric traction.

We are forced by circumstances to adopt new traction technology. I could not understand how you worked out the economics in this traction technology.

I would like to impress upon the Hon. Minister one relevant point. What is the real criterion which is being adopted in switching on to electrical traction? I know that the

initial investment for electric traction is high. But, as I understand, the over-all turn over is much greater than in other traction. It works out to Rs. 3/-, as I already stated.

I would impress upon the Hon. Minister that in working out the overall traction technology in our railway, especially under the circumstances in which we are placed, we are not taking into consideration the economics of electric traction.

I would like to mention especially the proposal for electrification in Kerala between Trivandrum and Shoranur. You can very well electrify this particular area, where electricity is in surplus and is available also at a cheap rate. If I understand correct, the Government of Kerala have also come forward with a proposal to give electricity at a concessional rate. Therefore, I impress upon the Minister kindly to consider the matter of electric traction in the light of the above facts.

श्री हरिदेश बहादुर: (गोरखपुर) :
माननीय उपाध्यक्ष जी, माननीय रेल मंत्री जी ने जो अपना भाषण दिया था, उस में कुछ बातें कहीं गईं जिन से बहुत से लोगों को संतोष तो हुआ लेकिन कुछ सवालों पर उन्होंने जवाब नहीं दिया। मैं एक सवाल उठाया था—डाक्टर्स के टाइम-स्केल प्रमोशन के बारे में जिस प्रकार 52.6 परसेंट दूसरे कैंडर में प्रमोशन दिया जाता है, उतना प्रमोशन मैडिकल सर्विसेज में क्यों नहीं दिया जाता है? आप का रेल मिनिसट्री ने 36 परसेंट रिक्मेंड किया था, लेकिन डिपार्टमेंट आफ परसनल ने 22 प्रतिशत ही स्वीकार किया। इसलिए मैं जानना चाहता हूँ कि क्या आप 52.6 प्रतिशत उन को भी देने जा रहे हैं—इस के बारे में आप कुछ बताइए?

दूसरे यह कि डाक्टर्स को रिटायरमेंट के सब पेंशनर्स बनिफिट्स नहीं मिल पाते हैं, जो कि दूसरे लोगों को मिलता है। 33-34 साल की सर्विस कम्प्लीट करने पर। लेकिन

[श्री हरिकेश बहादुर]

डाक्टर्स को एम० बी० बी० एस० कम्पलीट करने में पांच साल लगते हैं और फिर एम० डी० या एम० एस० करने में दो साल लगते हैं, इतना समय लगने के बाद जब वे जाब में आते हैं, तो उन के 33-34 साल कम्पलीट नहीं हो पाते हैं—इसलिए उन को बैनिफिट्स नहीं मिलते हैं। इसलिए मैं जानना चाहता हूँ कि क्या आप उन को टाइम का रिलीक्वेशन देने जा रहे हैं ?

मेरी आप से मांग है कि आप को यह देना चाहिए।

जो डाक्टर्स सर्विस में लिये जाते हैं उन को प्रोमोट करके डी० एम० ओ० ए० सी० एम० ओ० और सी० एम० ओ० बनाना चाहिए, लेकिन इन सब पदों पर डाक्टर बाहर से रिक्त कर लिए जाते हैं—इस को आप को रोकना चाहिए। बाहर से जितनी भी रिक्तमेंट्स होती हैं—डी० एम० ओ०, सी० एम० ओ० और ए० सी० एम० ओ० आदि के लिए इन सब को स्टाप किया जाना चाहिए। जैसे दूसरे कैडर्स में प्रोमोशन दिया जाता है, उसी तरह से इस में भी प्रोमोशन दे कर इन सारे पदों को भरा जाना चाहिए और डाक्टर्स को भी उसी प्रकार प्रोमोशन दिया जाना चाहिए। जैसे एकाउन्ट्स, स्टोर्स वगैरह में जो आफिसर्स हैं, उन को प्रोमोट कर के जनरल-मैनेजर या रेलवे बोर्ड का मॅम्बर बनाते हैं, उतना उन को भी देना चाहिए, क्योंकि वे उन से कम क्वालिफाइड तो नहीं होते हैं, उन से ज्यादा ही होते हैं।

अन्त में मैं यह कहना चाहता हूँ कि अभी गाजियाबाद में जो टी टी को पीटा गया है। उस के बारे में जो माननीय मंत्री जी ने वक्तव्य दिया है, वह वास्तव में अफसरों की रिपोर्ट पर आधारित है। यह बात गलत है। अफसर ने निश्चित रूप से मारा है, मैं यह कहना चाहता हूँ। इस के अलावा दूसरी बात

यह है कि अगर मारा गया है, तो उस अधिकारी को मारने का क्या अधिकार है? क्यों मारा गया है? जिस अधिकारी ने मारा है, उसको आप दंड दीजिए। इन्क्वायरी कमेटी इन्स्टीचूट कीजिए। उस को मारने का कोई अधिकार नहीं है।

अन्तिम बात मैं यह कहना चाहता हूँ—आप के चेअरमन, रेलवे बोर्ड, गोरखपुर गए थे वहाँ से लखनऊ आए। वहाँ के कर्मचारी उन को एक मेमोरेण्डम देना चाहते थे लेकिन उन का इतना फ्यूडल-एटीचूड था कि वे अपने सैलून से निकल कर बाहर नहीं आये। उन का प्लेन छूट गया, जिस से उन को परेशानी हुई होगी, लेकिन आधा मिनट के लिये वह अपने कार से निकल कर मेमोरेण्डम लेने नहीं आए। मैं चेयरमैन के इस फ्यूडल एटीचूड को पूरी तरह से कन्डेम करता हूँ और मंत्री जी से अनुरोध करता हूँ कि वे अपने चेयरमैन से कहें कि जब भी कर्मचारी अपने मेमोरेण्डम वगैरह देने आते हैं उन के प्रति सहानुभूति का रवैया अपनाया। इस तरह फ्यूडल तरीके से चल कर काम नहीं हो सकता, उन को उसे ले लेना चाहिये था।

श्री रामाबतार शास्त्री (पटना) :
उपाध्यक्ष जी, सब से पहले तो मैं यह कहना चाहता हूँ कि रेलगाड़ियां समय पर नहीं चल रही हैं। हम लोगों ने उम्मीद की थी कि रेलवे बजट के बाद स्थिति में सुधार होगा। लेकिन कोई सुधार नहीं हुआ, कोई भी तेज या पैसेजर गाड़ियां समय पर नहीं चल रही हैं। मैं आपको उदाहरण देना चाहता हूँ—8-9 मार्च को मुझे बनारस जाने का मौका मिला था और लौटते वक्त में मुगलसराय हो कर आया था। ता० 9 को डी-लक्स गाड़ी साढ़े-तीन-घंटे लेट आई। 12 मार्च को मैं बोकारो गया। आप जानते हैं—बोकारो में दुर्घटना हुई थी, मैं उस की जानकारी के लिये गया था, तो नीलांचल-एक्सप्रेस सवा-घंटे लेट पहुंची। बोकारो स्टील सिटी से

लौटते वक्त 14-15 मार्च को डीलक्स गाड़ी 3 घंटे लेट आई। मेरे कहने का मतलब है कि आप की गाड़ियां ठीक से नहीं चल रही हैं। श्रीग इस के लिये आप रेलवे बोर्ड को पकड़ने को तैयार नहीं हैं। पता नहीं डरते हैं या क्या बात है? आप उन से कहिये कि वे गाड़ियों को ठीक से चलायें।

दूसरी बात—हरीकेश जी ने जो कहा—मैं भी उसका समर्थन करता हूँ। गाड़ियों में अनधिकृत रूप से लोग यात्रा न करें, बिना टिकट के यात्रा न करें—इस की जांच आप अवश्य कीजिये, लेकिन किसी भी मंत्री या अधिकारी को यह अधिकार नहीं है कि टी० टी० ई० के साथ दुर्व्यवहार करे, मार पीट करे, खींच कर रेल डिब्बे से बाहर निकाले। अगर ऐसा करेंगे तो जाहिर बात है कि उन लोगों पर बुरा असर पड़ेगा। उन के सहयोग के बिना आप रेलों को नहीं चला सकते हैं। अगर उनके साथ दुर्व्यवहार होगा तो वे आप से असह्यंग करेंगे। मैं फिर कहना चाहता हूँ—आप इस की जांच कराइये कि सचमुच में टी० टी० ई० के साथ दुर्व्यवहार किया गया या नहीं, मार पीट की गई या नहीं? यदि की गई है तो जांच करने के बाद अधिकारी को भी सजा दी जानी चाहिये।

आप भ्रष्टाचार को बन्द करना चाहते हैं। लेकिन पतंगों को पकड़ेंगे और शेर को खुला छोड़ देंगे तो भ्रष्टाचार नहीं रुकेगा। भ्रष्टाचार रोकवाने में सब का सहयोग लिये जाने की जरूरत है। आप मजदूरों का सहयोग लीजिये, उन की यूनियनों का सहयोग लीजिये, तब आप इस को रोक पायेंगे। लेकिन जो आप ने दण्ड देने का रवैया अपनाया है—मजदूरों के खिलाफ, उन के आन्दोलन के खिलाफ, तो आन्दोलन करने का उन्हें अधिकार है, आप उस अधिकार को नहीं छीन सकते। आप ने उन के आन्दोलन के बाद सैकड़ों लोगों को 14(2) में हटा दिया है—मैं यह लोको रनिंग स्टाफ की हड़ताल के बारे में कह रहा

हूँ—उस के पहले पत्तारू में तीन मजदूर नेताओं को, जिन में आर० एन० सिन्हा, जो ईस्टर्न रेलवे वर्कर्स यूनियन के वाइस प्रेजिडेंट हैं, को इसी नियम के अन्तर्गत निकाल दिया। मैं जानता हूँ कि वह बहुत भले आदमी हैं। इसी तरह से आप ने रेलवे-मेन्ज-फैंडेशन के एक कार्यकर्ता को निकाल दिया। यहाँ दिल्ली में लोको रनिंग स्टाफ के आन्दोलन का समर्थन करने के आघार पर आप ने आल इन्डिया रेलवे एम्प्लोईज कन्फेडरेशन के जनरल सेक्रेटरी श्री एम०एस० भंगू को दिल्ली से बदल कर दूर भेज दिया। यह क्यों होता है? उन्होंने समर्थन जरूर किया था तो क्या समर्थन करना गुनाह था? नहीं था। वह उस में डायरेक्टली इन्वाल्व्ड नहीं थे। यह जो दमन का रवैया आप अपना रहे हैं बहुत गलत बात है। आप स्वयं एक ट्रेड यूनियन नेता रहे हैं और स्वयं अपने आप को ट्रेड यूनियनिस्ट कहते हैं, कृपा कर अपने विवेक से काम कीजिये। रेलवे बोर्ड की मजदूर विरोधी नीति, मजदूरों को दबाने वाली नीति को चलाने की कोशिश मत कीजिये।

MR. DEPUTY-SPEAKER: Mr. Ramavatar Shastri, I am not asking you to stop. You must know our Railway Minister is a trade-unionist.

SHRI RAMAVATAR SHASTRI: I am telling that. Perhaps you are not following because I am speaking in Hindi.

MR. DEPUTY-SPEAKER: Therefore, you can rest assured that the interests of the workers are safe in his hands.

SHRI RAMAVATAR SHASTRI: Sir, I have got very very cordial relations with Pandayji and I have nothing against him. But I am against the Railway Board, of course. The Railway Board is not doing justice and they are the greatest obstacle in the way.

इतना तो आप समझ गये न ?

उप।ध्यक्ष महोदय : समझ गया ।

श्री रामावतार शास्त्री : मैं निवदन कर रहा था कि मजदूरों के खिलाफ जितनी भी कार्यवाही की गई है, आप उन के साथ गुड-विल दिखलाइये। उन के साथ डिस्कस कर के, जिन के ऊपर कार्यवाही की गई है उसे रद्द कीजिए। उन से सहयोग मांगिये। मैं जानता हूँ सहयोग देने के लिए हर यूनियन तैयार है—चाहे वह रिक्मनाडज्ज यूनियन हो, अन-रिक्मनाडज्ज यूनियन हो या कैंटगरी यूनियन हो, या इण्डस्ट्रियल यूनियन हो—सारे लोग आप के साथ कोआपरेट करने को तैयार हैं, आप उन से कोआपरेशन लीजिए। इस मामले को रेलवे बोर्ड के अधिकारियों पर मत छोड़िये। अगर आप उन पर छोड़ देंगे तब डण्डा चलाना ज्यादा जानते हैं। आप ने अभी मुना रेलवे बोर्ड के चेयरमैन मैमारेण्डम लेने के लिए अपने सैलून से निकल कर बाहर नहीं आये। यह कैसी पालिसी है—अगर कोई ज्ञापन देता है, दरखास्त देता है तो आप के अधिकारी को उसे लेना चाहिए, यह उस की ड्यूटी है। यह जनता पार्टी का सरकार के जमाने में भी था, उस के पहले भी था और आज भी रहना चाहिए, कोई भी रिप्रजेंटेशन आये उस को लेना चाहिए और अगर उस में कोई अच्छी बात है तो उस को मानिये। नहीं हो तो मत मानिये, जो आप की मर्जी हो कीजिए।

MR. DEPUTY-SPEAKER: Mr. Lawrence.

PROF. MADHU DANDAVATE (Rajapur): If father does something, is the son to be victimised for that, Sir? It is unfair and unparalleled in the history of the country. Sir, everyone here is opposed to the Prime

Minister's policies. But can her son be victimised?

SHRI SOMNATH CHATTERJEE: Or can Mr. Kedar Pandey's son be victimised?

MR. DEPUTY-SPEAKER: In these things I would say that the Government would follow a policy of forget and forgive. That would be the best policy.

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND WORKS AND HOUSING (SHRI BHISHMA NAR-AIN SINGH): That is the policy of the Government, Sir.

MR. DEPUTY-SPEAKER: I know that.

DR. SUBRAMANIAM SWAMY: (Bombay North-East): They must for-give and then forget.

MR. DEPUTY-SPEAKER: In Ta-mil—Mr. Subramaniam Swamy, you know Tamil—it is called *Marappom*, *Mannippom*.

SHRIMATI SUSEELA GOPALAN (Alleppy): That should be the idea.

MR. DEPUTY-SPEAKER: Yes, Mr. Lawrence.

SHRI M. M. LAWRENCE (Iduk-ki): Mr. Deputy Speaker, Sir, Kerala is a neglected State—neglected by the Central Government in many respects and more so in respect of railways. Everybody knows that the density of population in Kerala is very high..

SHRI P. NAMGYAL (Ladakh): Re-duce it and send some to us.

SHRI M. M. LAWRENCE: It is the highest in the country and land is scarce. Percentage of passengers is the highest when compared to other States due to more number of educa-tional institutions and the peculiarity of the industry—both private and public sector as also the agriculture. Only by roads this cannot be solved. Only by constructing more railway

lines, this traffic problem can be solved to an extent. But, unfortunately, the State has the lowest per capita rail line in the country. This is because of the negligence by the Government so far.

Kerala is a State which earns more foreign exchange by producing spices and exporting sea-food. Thanks to the policy pursued by the Congress Government for the last 30 years

Sir, our State has become the foremost State in sending humanbeings outside the country who are earning foreign exchange for our nation. I do not know whether Government of India has given any consideration to the Kerala State for the service which it is giving to the nation—Never. Not a single kilometre of railway is electrified in Kerala, even though the State Government offered power at cheaper rate. If there was no step motherly attitude towards the Kerala State, the Central Government would have accepted the offer as a blessing as it will reduce the consumption of costlier or dearer oil.

To open a railway line connecting Cochin and Madurai is very essential for the development of hilly area of Idukki district.

Sir, Idukki, is the foremost area of the country which earns valuable foreign exchange by producing spices, tea, coffee etc. And it will be a boost for the development of tourism. It will immensely help the devotees of Tamilnadu and Kerala who visit Sabarimalai and Madurai Meenakshi temple.

MR. DEPUTY-SPEAKER: It has already been mentioned in the budget discussion.

SHRI M. M. LAWRENCE: It will help them to get the consumer goods cheaper. I urge upon the Government to construct a new railway station between Ernakulam Junction and Town North Station to avoid the unnecessary delay in Ernakulam junction

as well as inconvenience caused to the vast number of passengers due to non-stopping of some of the trains in Ernakulam Junction. z

The Alleppy-Kanyakumari line should be constructed. The amount allotted for the construction of Ernakulam. Alleppy line is meagre, I request the hon. Minister to enhance the amount for the same. The survey of Guruvayoor-Kuttipuram, Nilambur-Chaliyar and the Tellicherry-Mysore line should be expedited. The survey should be conducted from Cochin to Bodinayakanur to link up with Madurai.

MR. DEPUTY-SPEAKER: It has already been mentioned.

SHRI M. M. LAWRENCE: A coach building unit should be started in Kerala.

MR. DEPUTY-SPEAKER: Now you must conclude.

SHRI M. M. LAWRENCE: I earnestly request the hon. Minister of Railways to give utmost consideration to the points which I have raised in the cut motions. And, lastly, I request the hon. Minister to take steps to construct a foot path along with the bridge under construction between Mettur and Kumbalam, a part of the Alleppy line.

SHRI GEORGE FERNANDES: (Muzaffarpur): Mr. Deputy-Speaker, Sir, there were a few points which I thought I should bring to the notice of the hon. Railway Minister. One is relating to the victimisation that is currently going on. This victimisation is primarily among the loco running staff consequent upon the agitation in which these workers were involved.

18 hrs.

Sir, on more than one occasion in this House we raised this question but we could not get a satisfactory reply

[Shri George Fernandes]

from the Government about the demands which the workers had made and the failure of the Govt. to implement the agreements which it had arrived at with the workers. In fact, the Railway Board—in other words, the Government, after all, who is the Railway Board—the Government which provoked the railwaymen into action only in order to suppress them and suppress their organisation. The total number of workers who have been victimised, I think, run into several thousands. What I would like to know from the Railway Minister, because the other hon. Members in this House have already referred to it in the course of the debate in the Appropriation Bills, have they fixed a target for victimisation? If so, what is the number of people that you want to victimise? We would also like to know from Pande Ji his target as to how many he wants to be thrown out because their number runs into several thousands. What is your target? Let us know about that. So, we would like to have a very categorical reply from the Minister on this question of victimisation.

Secondly, Sir, is the question of the incident that took place in Ghaziabad in which one of the junior Minister was involved. He is said to have gone there with the walking stick. I did not know that he needed a walking stick at this age. However, he was involved in a certain incident. Other hon. Members have raised this question. We raised it in this House and, I know, that the Minister made a statement in the House yesterday which I have not been able to see. I was not here around yesterday.

Sir, I have here with me a letter from the employees who are involved in the incident and there are two points that they are making. The first point is that an official of the

Railway Board and his name is there....

MR. DEPUTY-SPEAKER: Please do not mention.

SHRI GEORGE FERNANDES: *

SHRI JYOTIRMOY BOSU (Diamond Harbour): Why not?

SHRI GEORGE FERNANDES: I am quoting from a newspaper.

MR. DEPUTY-SPEAKER: You are not supposed to mention the name of any officer who cannot defend himself in the House.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): He is mentioning the name of an officer. That should be expunged.

SHRI GEORGE FERNANDES: What is this name? Is he ashamed of his name? Since when Railway Board officials have started getting ashamed of their name? What are you talking?

SHRI MALLIKARJUN: You are supporting... You should also be ashamed.

SHRI GEORGE FERNANDES: Ashamed of what!

SHRI MALLIKARJUN: You speak of so many high values.

SHRI GEORGE FERNANDES: But ashamed of what!

SHRI MALLIKARJUN: What you are supporting?

SHRI GEORGE FERNANDES: I am supporting what? Why don't you start thinking Mr. junior Railway Ministry? Why don't you think?

†† Expunged as ordered by the Chair.

SHRI MALLIKARJUN: You senior parliamentarian should have reason in you too.

MR. DEPUTY-SPEAKER: I will examine it.

SHRI GEORGE FERNANDES: I am quoting a newspaper. I am quoting document—a public document I am not quoting something secret.

SHRI JYOTIRMOY BOSU: It is already expunged.

SHRI GEORGE FERNANDES: Expunged what?

MR. DEPUTY-SPEAKER: I will go through the proceedings.

SHRI GEORGE FERNANDES: I do not understand this.

SHRI JYOTIRMOY BOSU: Under what Rule?

SHRI GEORGE FERNANDES: I am not making any allegation.

MR. DEPUTY-SPEAKER: If it is within the Rule it will be permitted. If it is against the Rules action will be taken.

SHRI GEORGE FERNANDES: You tell me, Sir. I am reading from a newspaper which is owned by the Congress (I) leadership—*National Herald*.

MR. DEPUTY-SPEAKER: It does not matter. We are not worried about that.

SHRI GEORGE FERNANDES: Is *National Herald* a banned paper?

MR. DEPUTY-SPEAKER: Please listen. The business of the House has to be conducted according to the Rules. If anybody goes against the Rules it will be rectified. That is why we are sitting here.

SHRI JYOTIRMOY BOSU: I am on a point of order.

SHRI GEORGE FERNANDES: There is a limit to all this. You go on expunging. Then expunge all of us. I am quoting from *National Herald*.

PROF. MADHU DANDAVATE: There is a way out.

MR. DEPUTY-SPEAKER: I have not said that I will expunge it. I will go through the proceedings.

SHRI GEORGE FERNANDES: You go on saying this.

SHRI JYOTIRMOY BOSU: Sir, I rise on a point of order under Rules 380. The Rule says:

“If the Speaker is of opinion that words have been used in debate which are defamatory or indecent or unparliamentary or undignified, he may”....

The word used is ‘may’ and not ‘shall’.

“in his discretion, order that such words be expunged from the proceedings of the House.”

George Fernandes does not come under the purview of Rule 380.

MR. DEPUTY-SPEAKER: I have not said that anything should be expunged. Therefore, your point of order is not in order. I have not said that anything should be expunged. I have said that I will go through the proceedings.

DR. SUBRAMANIAM SWAMY: I agree that you said that you will go through the record. However, Sir, he has quoted from a newspaper which is....

MR. DEPUTY-SPEAKER: I have not said that it should be expunged.

DR. SUBRAMANIAM SWAMY: You please go into this question whether we can quote from the newspaper. If you say we cannot quote

(Dr Subramaniam Swamy)

from any newspaper it is one ruling and if you say we cannot quote from National Herald then it is another ruling.

SHRI JYOTIRMOY BOSU: I would like to tell you one thing that kindly do not scuttle the parliamentary system. It is coming from the Chair, I am very sorry to say, because the Opposition is being accused day in and day out outside by Mrs. Gandhi that we are the obstacles in the way. Now, here**

MR. DEPUTY-SPEAKER: He has mentioned the name of some officer. That officer is not in this House ...

SHRI GEORGE FERNANDES: What are you talking?

MR. DEPUTY-SPEAKER: That officer is not in this House to defend himself. It may be from a paper. That officer is not here in this House

(Interruptions)

MR. DEPUTY-SPEAKER: Please sit down. That officer is not in this House to defend himself. The rules are very clear.

SHRI GEORGE FERNANDES: The Minister is there.

MR. DEPUTY-SPEAKER: I said I would go through the proceedings. You can continue.

SHRI JYOTIRMOY BOSU: In that case, Sir, when you mention the name of Birla and Tata, are Birla and Tata inside the House? Are they inside the House?

SHRI GEORGE FERNANDES: They are here on their behalf!

(Interruptions)

MR. DEPUTY-SPEAKER: Here is a charge. He has mentioned that that officer did something. That officer is not here. You are not mentioning Birla and Tata.

SHRI GEORGE FERNANDES: Am I to understand that in this House, excepting the names of 542 Members, no other names should come to be mentioned?

MR. DEPUTY-SPEAKER: I have not said that.

SHRI GEORGE FERNANDES: Then, what are you saying?

MR. DEPUTY-SPEAKER: I said, in regard to any body, whose names you are mentioning, you have to give notice. You have mentioned that officer by name. That officer is not here to defend himself.

SHRI GEORGE FERNANDES: I am sorry, this is not all.

MR. DEPUTY-SPEAKER: Now you can continue.

SHRI GEORGE FERNANDES: I quote the *National Herald*.

SHRI JYOTIRMOY BOSU: **Herald.

SHRI GEORGE FERNANDES: I quote the *National Herald*. It says:

"The Ticket-checking Staff went on a strike to protest against the assault on Mr. T. S. Saxena, a ticket checker of Kanpur Central Station, by the Deputy Director of Railway Board, **in Gaziabad on Wednesday evening."

I would like to ask the Hon. Minister: Is it or is it not a fact that Mr. Saxena, the T.T.E. was in Gaziabad hospital for 3 days, he was being treated for the injuries that he suffered at the hands of the Railwa **who is going round as an official?

SHRI EDUARDO FALEIRO (Mormugao): My point of order arises from Rule 353.

SHRI G. M. BANATWALLA: (Pomami): It is time to adjourn the House. We can take it up tomorrow.

AN HON. MEMBER: No.

SHRI EDUARDO FALEIRO: Rule 353 says....

SHRI G. M. BANATWALLA: Without permission, the House is sitting beyond 6 O' clock.

PROF. N. G. RANGA (Guntur): Let us complete this work.

SHRI EDUARDO FALEIRO: Rule 353 says:

"No allegation of a defamatory or incriminatory nature shall be made by a member against any person unless the member has given previous intimation to the Speaker and also to the Minister concerned so that the Minister may be able to make an investigation into the matter for the purpose of a reply."

Then the Proviso says:

"Provided that the Speaker may at any time prohibit any member from making any such allegation if he is of opinion that such allegation is derogatory to the dignity of the House or that no public interest is served by making such allegation."

MR. DEPUTY-SPEAKER: I have already observed in this regard.

SHRI EDUARDO FALEIRO: There is no question of asking the Minister now, unless previous notice is given.

MR. DEPUTY-SPEAKER: I have already observed.

SHRI GEORGE FERNANDES: The Minister made a statement yesterday. The Deputy Minister was present on the site. He has known

all the details of the incident. There is nobody here who is ignorant and the entire Railway Board is here. Let us not go and seek shelter of these rules. The rules are meant to help carry on the business of the House. The rules are not meant to obstruct the business of the House.

PROF. MADHU DANDAVATE: Mr. George Fernandes said that Mr. Saxena was lying in hospital for 3 days. He did not say that he was telling untruth for 3 days. He was lying on the cot. So, there is no defamation.

SHRI GEORGE FERNANDES: Well, I am talking of a man who beat up a railway worker who is a public servant and he was hospitalised for 3 days.

Did anybody from the Railway Board go and see this employee?

Did the Minister go and see the employee?

Did the Deputy Minister go and see this employee who was hospitalised for 3 days?

And yet, they have been trying to white-wash the entire incident! Sir, I hold no brief for anybody who may be doing something wrong. But the fact is that an employee was beaten up. The fact is that he was beaten up by a senior official of the Railways. The fact is that he was in hospital for 3 days. The fact is that nobody from the Railway went to see him. The fact is that the Junior Railway Minister went with a stick—he may call it a walking stick.

MR. DEPUTY-SPEAKER: There is no Junior Minister. He is only Deputy Minister.

(Interruptions)

SHRI MALLIKARJUN: Sir, let me clarify about that stick. He is unable to understand it. When we go on the track, we have a peculiar stick to

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check whether the nuts and bolts are proper. That was the stick I carried. It was not for the purpose of beating the railwaymen. (Interruptions)

SHRI GEORGE FERNANDES: Sir, has he equipped himself to see the nuts and bolts? Is he qualified to see the nuts and bolts? Have you undergone the training as a gangman? When were you trained as a gangman? (Interruptions). The question is not what kind of stick the Minister carried. The question is what use was that stick put to. That is the point. So, Sir, the second point that I wanted to mention relates to the TTEs.

The third point pertains to the various outstanding demands of the Railwaymen. The railwaymen are very much agitated. Their issues must be settled, with what kind with what organisations, how and in what manner you want to take them up. You decide that. But don't allow matters to go out of hand, deal with the problems, the demands outstanding and the new demands of the railwaymen post haste.

Then the fourth point pertains to accidents in the railways. Nowadays we all discuss in terms of 20-points, 5-points and 4-points and I am sure that is the only way they understand; that is the way they have been taught how to manage the affairs of the country through these points. We are only trying to supplement the education that you are getting—from wherever you get it

SHRI RAMAVATAR SHASTRI: There are 29-points.

SHRI GEORGE FERNANDES: Earlier, it was 20 and 4. Then somebody said 4 and 20 and that becomes 420. Then somebody said no, it is 20 and 5 in order to get out of the problem. (Interruptions)

MR. DEPUTY-SPEAKER: All the attacks Mr. George Fernandes get when he was a Minister. He is handing them over to the present Minister.

SHRI GEORGE FERNANDES: No, Sir. I will say this is unfair to them. They were there, not capable of attacking me. I would say that this was unfair to them.

Sir, my fourth point pertains to accidents on the railways. I know that the Minister always comes with a statement after the accident has taken place. But I would like the Minister to tell us whether he has really studied this question rather than asking the Deputy Minister to go with sticks and check the nuts and bolts. (Interruptions)

SHRI MALLIKARJUN: While going with a stick I have never come across the hon. friend, Mr. George Fernandes.

MR. DEPUTY-SPEAKER: Mr. Mallikarjun, Mr. George Fernandes is provoking you. Don't get provoked. You must be careful with him. (Interruptions)

SHRI GEORGE FERNANDES: So, I would like the Minister to apply his mind to the entire question of accidents when he presents the budget. My only reaction was that firstly the budget was very unfair to his immediate predecessor. I am told that he has made amends. That is what the newspapers said. I am told that he has made the amends both privately and publicly in this House. I am glad that he has made those amends to his immediate predecessor. They were more than due because I believe and I express myself more strongly on this privately than publicly that it was not fair for the Minister to ignore the immediate predecessor. The other point I made was this. No matter what else is going to happen or not happen in the course of the 12 months. We shall have many more accidents and I made this statement earlier...

MR. DEPUTY-SPEAKER: Don't wish for it.

SHRI GEORGE FERNANDES: I don't wish for it. But I know what is going to happen (*Interruptions*) Mr. Lakkappa, please understand once in a while. Why don't you try to learn? There are about 10,000 kilometers of railway track which are due for renewal. Let the Minister say that it is not true. Let the Minister say that we do not have the railway track which is due for renewal as long for 6 to 10 years. Let the Railway Minister deny the fact that in the last two months, two major railway accidents were averted by the skin of the teeth on the railway tracks because the gangmen were alert. One was the GT train accident, very close to this place; the other was Howrah-Madras mail, near Madras, where the gangmen found that the track had got damaged and got fractured and they were able to notify the previous station. In one case they had to fire the flares right there and the train screeched to a halt fifty metres from the place where a major accident would have taken place. Hundreds of lives are lost in the railway accidents every year. That is the issue. I would like the hon. Minister to tell us, whether he will discontinue the superfast trains because our tracks are worn out; they are not meant for these trains. Till such time that we do not have railway tracks fit for these superfast trains, we should not have such trains. There is nothing about the opposition or the Government. I am concerned with the railways.

Secondly, will the hon. Minister stop putting on the rails such wagons and engines which are not properly maintained? Do not talk to the Railway Board officials, talk to the khala-sis in the workshops; they would be able to tell you. Gangmen will be able to tell you, what is wrong. Have a meeting with them. These people; people in the Railway Board, are not aware of what is wrong. Do not let your Deputy Minister go with a stick and check the nuts and bolts. Talk to the gangmen, the maintenance workers and ask them what it is that

is causing accidents and the kind of rolling stock that is put on the rails.

Now, my fifth and the last point is to oppose all his demands because his entire budget, where he is talking of the new lines, over which several hon. Members were on their feet and getting exercised is all a fraud. There is no money which has been earmarked. He is bluffing you with all the new lines, there are no such new lines. The Railway Minister is bluffing you with all these new lines; there are no such new lines. The Railway Minister is bluffing you with all the new surveys; the 40 odd surveys. He went on reading the names, which he could not even pronounce properly. All these names both in respect of new lines and new surveys are meant to deceive people. Of course, one could be generous to the Railway Minister, for whom otherwise I have tremendous regard and respect, but was he a 'Santa Claus'. He always comes and fools the children. I would request hon. Minister, not to treat at least Members of your party as children, who should be fooled by 'Santa Claus' like you, by promising new railway lines and new surveys and investigations and so on and so forth, when you know that you have no money in the kitty, which you can use to meet all the commitments you are making.

MR. DEPUTY-SPEAKER: Mr. Jyotirmoy Bosu. You know, that there was an agreement between you and the Speaker that you will not take more time in the railway budget.

SHRI G. M. BANATWALLA: Today everything said after 6 O' clock should be expunged and it should be repeated tomorrow.

MR. DEPUTY-SPEAKER: Mr. Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU: Sir, I do not quite understand the decision about the locomen and the attitude that the railway Board is showing towards them. Your colleague, Shri Jaffer Sharief will tell you that when there was trouble last year, I had

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gone out of my way, taken initiative to see that the railways were not disturbed in running. But later on, I was accused by the same locomen. They said that what I had requested them, they relented, but the railways had slipped out of the agreement. In this case, why should you lose your credibility? Why can't you make the Railway Board understand one simple thing that in a democracy it is a combination of legislature, executive and the judiciary. And you formulate the policy and there you are supposed to execute it. Unless you can hammer it into their heads, they will sit on your head and try to hammer you. Kindly don't forget this.

Mr. Minister, you are politically answerable to the people every three years, four years, five years. They are answerable to the Banker to see whether the cheque deposit has taken place. Banks are answerable to them. They don't have to face. Mr. Minister if you do something which is disapproved by the people of the country, next time when you face the electorate, you will disappear. We had a Speaker here, three times he was disapproved. Now he is freezing in Canada. I don't want that fate should happen to you.

About Loco Staff I would say one more thing. There was a study on the psychology of those who run aircraft; there was a study on the psychology of those who run trains and trucks in Europe in America; and if you mentally disturb them, your running will be affected, your accidents will increase. Engine drivers carry 400, 500, 700 passengers, may be one thousand passengers. With life in the hand of one person, or two persons at the wheel, if you disturb him mentally and make him worried he will be bringing disaster on the Railways. Please don't do it.

About the Circular Railway line, I will tell you one thing. Perhaps you

are not aware. The track is existing. It only requires little modification here and there and the estimate was only Rs. 35 crore for Calcutta. And the 'Emu' coaches that you have for Seal-dah Division is not being utilised fully. Therefore, it will be fuller utilisation and the problem of over-capitalisation will come down. But I do not suppose Railway Board will enlighten you on all this. You don't have the time either.

Then I had made elaborate description about the utility of tare-trailor ratio; aluminium built double decker coaches that is what we require immediately. In your reply you have kept silent about this. I do not know what you are doing.

The route kilometre increased 11 per cent, population growth 75 per cent. You have also maintained silence over that. I also suggested that you ask for a public deposit of Rs. 500 crore to start with. Let State Governments contribute; local people will contribute. Didn't you see the mood of the House that everybody wants to talk on Railways? Is that not an indicator for you? Why do you go to Yojna Bhavan which is a cold storage. That is a sterile duck which will never lay eggs. You have the massive resources. You want to have money; you get money as much money as you want. But who is going to advise you on these things?

MR. DEPUTY-SPEAKER: Well you are advising.

SHRI JYOTIRMOY BOSU: But that will go unheeded.

Sir, I have told him today you require to pay Rs. 75 for a berth in Delhi Station for reservation, next year it will be Rs. 200; you kindly write down on a piece of paper, because supply and demand theory is working. Your population is growing, your number of people travelling are growing, but your capacity is not growing to that extent.

Sir, I asked him repeatedly. The Minister was kind enough; I am very thankful that in his reply he talked about Budge-Budge Namkhana Railway. That is a pending issue since 1973 and it has become a victim of political pressure. Pandit Tripathi was kind enough last year to give an assurance. You as his successor—and you certainly respect your elder leader—should fulfil what he has promised to the House.

Sir I am saying this and I was most distressed to hear during my recent visit to Calcutta and Delhi that a whisper has gone from the Railway Board to the General Manager in Eastern Railway that try and reverse the viability formula calculation, make the line unremunerative so that Mr. Jyotirmoy Bosu's line—it is not my line, it is the line which connects the most backward and sensitive area of Sunderbaas facing the Bay of Bengal on one side and Bangladesh on the other side. You don't even understand the military strategy—what you would require in that region. I would like to have a categorical assurance on that, please.

You have also kept silent about the coal consumption. Why is your coal consumption not coming down, although the steam traction has come down to a fraction?

There are certain areas where the Railways have divided the most densely populated areas. Malaria was to be won. We had malaria in the country. One of the reasons cited in those days was the railway line. If you kindly go once from Sham Bazar to Barrackpore, you will see the density of population, and the concentration of industries. Will you create overbridges on Sodhpur and Belghoria and two or three places? (*Interruptions*) Jadavpur is not on that side. (*Interruptions*) Jadavpur in on that side. I would request you kindly to do these things.

I would like to ask you one question before I sit down. Why is it that

the railway fare between Diamond Harbour and Calcutta is about Rs. 2-60 while the bus fare for that particular distance is Rs. 1-15 or Rs. 1-20? This is the explanation that I have been wanting to know from the Railways. Every time I have been given a cock and bull story. And that is not unparliamentary.

DR. SUBRAMANIAM SWAMY (Bombay North East): The "Economic Times" of two days ago had a front-page story, saying that the Railway Ministry was going to collaborate with multi-national corporations to build hotels all over the country. And it also describes how the Railway Ministry has decided that in the interests of tourist development, they will build 5-Star hotels. I do not know. Although I think the Railways should have a tourist department, I do not know why it is necessary for them to collaborate with the multi-national corporations.

SHRI C. K. JAFFER SHARIEF: Why do you believe?

DR. SUBRAMANIAM SWAMY: A contradiction did not come in the "Economic Times". I waited two days. The Minister contradicts here. Then it is very good.

The second thing is that much has been said about victimization. I would like to put on record—although I will say that the Minister has given me a sympathetic hearing so far. I would like to see what action follows—that the Railway Administration is now engaged in victimization. In Madras, recently, the vice-president of one of the Railway unions, viz. the Southern Railway Mazdoor Samiti, made a speech before the workers; and he said many good things; but the Railway Administration immediately dismissed him under a special powers clause, on the ground that the Intelligence Bureau had said that he had said, he would stop the trains. About saying that he will stop the trains itself—in the first place he did not say it. In the second place he was not given an opportunity to explain. Thirdly, the special powers were utilized. Fourthly, even saying:

[Dr. Subramaniam Swamy]

"I will stop the trains" does not tantamount to action.

However, for the record I will say that I met the Minister Mr. Jaffer Sharief, while he had just got out of bed; and he very gladly saw me, and gave me a very good cup of tea, and he promised to do something. And I expect that he will do it.

Finally, the third and the last point: the Station Masters held a big demonstration here. And they submitted a 14-point charter. The Station Masters are supposed to look after railway stations. And you know it is a very important work. For example in Bihar, the Minister knows that a very important functionary of his party had obtained a loan from a bank by mortgaging platform No. 1 of Patna railway station.

MR. DEPUTY-SPEAKER: I think you yourself have said this umpteen times.

DR. SUBRAMANIAM SWAMY: But it is very necessary, like Ramayana. You are Lakshman. You know every time we read Ramayan. We don't forget. He mortgaged Gandhi Maidan. Soon he may mortgage Parliament House also. You have got to be very careful.

SHRI C. K. JAFFER SHARIEF: The professor is competing with Mr. Ramavatar Shastri.

DR. SUBRAMANIAM SWAMY: He is the chairman of the zilla parishad. So, the Station Masters must be very well paid, so that they can look after these things, and not allow platforms to be mortgaged. Therefore, the 14-point charter of the Station masters must be examined, and action should be taken on it.

रेल मंत्री (श्री केदार पांडे) :
उपाध्यक्ष महोदय, जो बातें यहाँ पर रखी गई हैं उनमें कुछ महत्त्वपूर्ण बातें हैं जिन पर मैं कुछ रोशनी डालना चाहता हूँ।

पहली बात तो लोको रनिंग स्टाफ के मुताल्लिक है। हम आज भी कहते हैं कि हम ट्रेड यूनियनिस्ट रहे हैं, 15-16 वर्षों तक, और जो काम करने वाले मजदूर हैं उनके प्रति हमारी पूरी हमदर्दी है। जो रेलवे वर्कर्स हैं उनके साथ मेरा फुल कोआपरेशन है और उनका कोआपरेशन मेरे साथ है। लेकिन रेलवे को चलाना है, फ्रंट को ढोना है, पसेंजर ट्रेन्स को भी चलाना है जिसके लिए हर जगह से माग आती है। ऐसे एम्पलाइज 72 घण्टे की नोटिस दे कर इंजन बन्द करना चाहें, काम न करना चाहें तब फिर कोई एनलाइटेण्ड एम्पलायर भी क्या करेगा? ऐक्शन तो लेगा क्योंकि ट्रेन्स चलानी है। और जो ऐसे लोग हैं जो ट्रेड यूनियन लाइन में काम करने वाले हैं उनको पता है कि जो इण्डस्ट्रियल डिस्प्यूट्स ऐक्ट है उसके अन्दर कुछ रूल्स एण्ड रेग्युलेशन्स हैं उनको अगर न मानें, उनका इन्फ्रिजमेंट करें, जो मन में आये सो करें तो एनलाइटेण्ड एम्पलायर होने के बाद भी उनको ऐक्शन लेना पड़ेगा। आप भी अगर मंत्री हों तो क्या करेंगे? दण्ड्यते जो यहाँ पर थे, उन्हें इस बात को समझना चाहिए। असल में बात यह है कि एक तरफ तो आप यह कहे कि रेलें ठीक से चलनी चाहिए, गुड्स ट्रेन्स चलनी चाहिए, पसेंजर ट्रेन्स चलनी चाहिए और टाइम पर आनी-जानी चाहिए, इस तरह से सभी काम होने चाहिए और दूसरी तरफ जो इंजन को चलाने वाले हैं, जो असिस्टेंट ड्राइवर हैं, जो फायरमैन हैं जो कि इंजन चलाते हैं, वे 72 घण्टे की नोटिस देकर सब कुछ बन्द करना चाहें... (अध्वधान) आप भी मेरी बात को सुनिए, मैंने आपको बहुत गौर से सुना है। जो सब बात है वह आपको जाननी चाहिए। (अध्वधान) 1973-74 में इनकी श्रावत खराब हो गई थी। 1973-74 में बहुत बड़ी रेलवे स्ट्राइक हुई

थी जिसको लेकर काफी परेशानी हुई थी। इधर बीच में वे कुछ चुप हो गए थे लेकिन फिर उनको रिवाइव कर दिया गया। (व्यवधान) इसको आप जस्टिफाई करने की कोशिश मत कीजिए। अगर मेरिट का कोई केस होगा तो देखा जायेगा लेकिन ऐज ऐन एम्प्लायर ऐक्शन तो लेना ही पड़ेगा, डिस्मिशनरी ऐक्शन लेना पड़ेगा। हां, हम विक्टिमाईजेशन नहीं करेंगे। विक्टिमाईजेशन का मतलब दूसरा होता है। डिस्मिशनल विक्टिमाईजेशन नहीं है।

Dismissal is not victimisation. Let us distinguish between the two.

विक्टिमाईजेशन का मतलब यह है कि बिना किसी रीजन के किसी को डिस्मिस कर दिया। यहाँ पर ऐक्शन लेना जरूरी था क्योंकि उसके बिना ट्रेन्स का न्हा चलाया जा सकता था। (व्यवधान)

श्री रामावतार शास्त्री : आप बैठकर उनसे बातचीत करते।

श्री केदार पांडे : किसी का बात कोई सुनने वाला नहीं था। इसलिए जो भी कार्यवाही हमने की है वह विक्टिमाईजेशन नहीं है, वह केवल ऐक्शन है, डिस्मिशनल का ऐक्शन है या सस्पेंशन का ऐक्शन है, जो कुछ भी है लेकिन It is not victimisation under the Industrial Disputes Act; it is not victimisation you should know.

हमने भी इण्डस्ट्रियल डिस्प्यूट्स ऐक्ट को देखा है, ट्रेड यूनियन ऐक्ट को देखा है कि कब नोटिस देनी चाहिए और क्या करना चाहिए फार्चूनेटली या अनफार्चूनेटली मैं रेल मंत्री बन गया लेकिन जो आदमी हमारा काम करते हैं उनमें और हममें कोई फर्क नहीं है, डिग्नटी और डिगोरम किसी में कोई फर्क नहीं है। रेलवे वर्कर और मैं एक हूँ। केवल आप ही उनके एडवोकेट

नहीं है, मैं भी हूँ—इस बात को मैं यहाँ पर कह देना चाहता हूँ। आपकी कोई मोनोपोली ही—ऐसी कोई बात नहीं है। आज रेलवे मंत्री की हैसियत से मैं कहता हूँ कि मुझे रेल कर्मचारियों में पूरा विश्वास है और आगे भी रहेगा—इस बात को आप समझे जार्ज फर्नान्डीस साहब लेबर लीडर है लेकिन लेबर का इन्तजाम ही इस तरह से हो तो क्या देश चलेगा? अगर ऐसा काम होगा तो उसके लिए जो प्रोसीजर है उसके अनुसार जितने लोग हटाए गए हैं...

श्री जार्ज फर्नान्डीस : कितने हटाए गए हैं ?

श्री केदार पांडे : हजार के लगभग हटाए गए होंगे। दस बीस हजार नहीं है जैसा कि आपने इम्प्रेसन दिया। हमारे लोको रनिंग स्टाफ में 82 हजार हैं।

श्री जार्ज फर्नान्डीस : और आप कितने लोगों को हटाना चाहते हैं ?

श्री केदार पांडे : थाउजेड हटे होंगे, अभी तक।

श्री जार्ज फर्नान्डीस : और कितने हटायेंगे ?

श्री केदार पांडे : नहीं हटाने का इरादा है। (व्यवधान)

आप मेरी बात सुनिये। अगर आप क्रस एग्जामिन कीजिएगा तो ठीक नहीं होगा। मैं आप से कहता हूँ कि हमारे ये एम्प्लॉईज हैं, उन के प्रति हमारा मोहब्बत है, वे हमारे हैं। लेकिन अपना ही आदमी अगर इन्डिस्-प्लीन्ड हो जाए तो क्या कार्यवाही नहीं होगी। ट्रेड-यूनियन मूवमेंट के ये मायने नहीं हैं, ट्रेड यूनियन मूवमेंट के ये मायने कभी नहीं होते हैं, कोई गलत काम करे तो भी हम सपोर्ट करे। यह सोचना चाहिए। इसलिए मैं

[श्री केदार पांडे]

कहना चाहता हूँ कि जैसा श्री सोमनाथ चटर्जी, श्री जार्ज फर्नांडीज और दोस्तों ने कहा है, लेकिन मैं कहना चाहता हूँ कि एक्शन हुआ है। उन को अपना केस रिप्रेजेंट करने के लिए प्रीपर चैनल है। प्रीपर चैनल मौजूद है। वे अलग नहीं हैं, प्रीपर चैनल से आयें तो हम देखेंगे। उस में आप ने कहा कि... (बयवधान)...

श्री जार्ज फर्नांडीज : आप बात करेंगे। श्री केदारपांडे : थ्रू प्रीपर चैनल आये, तो हम देखेंगे।

दूसरी बात मैं यह कहना चाहता हूँ... (बयवधान)...

SHRI SOMNATH CHATTERJEE: The hon. Minister said that there is no victimisation. But does he not admit... (Interruptions) A man loses his job. (Interruptions) What can he do? (Interruptions)

श्री केदार पांडे : दूसरी बात यह है कि कलकत्ता में ग्रन्डर ग्राउन्ड रेलवे लाइन बन रही है। इस के बारे में मैं कहना चाहता हूँ कि हमारे जो एम्प्लाइज हैं, उन के प्रति हमारी हमदर्दी है... (बयवधान)...

MR. DEPUTY-SPEAKER: Please listen. Order, order. Please.

(Interruptions)

MR. DEPUTY-SPEAKER: Mr. Somnath Chatterjee... (Interruptions) I think the Minister is not yielding. (Interruptions)

SHRI KEDAR PANDAY: If a case comes to me, I shall look into it. (Interruptions)

MR. DEPUTY-SPEAKER: He has already said that he will look into it. (Interruptions)

श्री केदार पांडे : आप मेरी बात सुनिए। जहाँ तक एडमिनिस्ट्रेशन की बात है...

(बयवधान) ... जहाँ तक एडमिनिस्ट्रेशन की बात है, जितने भी हमारे रेलवे के आफिसर्स हैं, उन को आप एक्यूज करके एडमिनिस्ट्रेशन चलाइएगा। वे पार्टी एण्ड पार्सल-आफ-दि-रेलवे एडमिनिस्ट्रेशन हैं और वे मेरे साथ हैं। इसलिए उन को आइसोलेट करने की कोशिश न करें, गलत बात है... (बयवधान)...

श्री जार्ज फर्नांडीज : जब पंडित जी थे, तब वे वहाँ नहीं थे और जब दंडवते जी थे, तब वे वहाँ नहीं थे।... (बयवधान)...

श्री केदार पांडे : हम कहते हैं कि आप भी मिनिस्टर रहे हैं। मैं कहना चाहता हूँ कि क्या आफिशियल के कां-आपरेशन के बिना काम कर सकेगा? ... (बयवधान)...

श्री जार्ज फर्नांडीज : रेलवे का मट्टा गलत हो गया है।

श्री केदार पांडे : आप भी मिनिस्टर रहे हैं।

आप ने कलकत्ता में ग्रन्डर ग्राउन्ड रेलवे के बारे में कहा, उस में काम बहुत आगे बढ़ा है। अभी तक 80 करोड़ रु० खर्च हुआ है और 250 करोड़ रु० का एम्प्लोमेंट कास्ट है। हो सकता है—एस्केलेशन आफ प्राइसेज को वजह से उस की कास्ट और ज्यादा बढ़ जाये, लेकिन उसका फर्स्ट फंस 1984-85 में पूरा हो जायेगा। इसलिये उस के सम्बन्ध में आप ने जो कन्सर्न जाहिर किया है वह उचित नहीं है। काम पहले से ज्यादा बढ़ा है, हम उस के बारे में काफी सॉरियस हैं और हम चाहते हैं कि जल्द से जल्द कम्प्लीट करे। 1984-85 में इस ग्रन्डर ग्राउन्ड रेलवे का फर्स्ट फंस कम्प्लीट हो जायेगा। इस पर अभी तक 80 करोड़ रुपये खर्च कर चुके हैं।

दूसरी बात—हरीकेश बहादुर जी ने डाक्टरों के बारे में कहा। हमारे यहाँ इस

समर्थ 3256 डाक्टर हैं। यह ठीक है कि इन के लिए भी एवेन्यूज-अफ-प्रमोशन होने चाहियें, ये भी रेलवे एम्प्लाइज हैं और उन के साथ जिस्टिस होना चाहिये। इस के बारे में एक कमेटी बनी है उस में जांच हो रही है। हमारी पूरी सिम्पथी उन के साथ है कि जिस्टिस होना चाहिये। यह ठीक है कि दूसरे एम्प्लाइज के लिये प्रमोशन 52.5 परसेन्ट है जब कि इन का 8 या 9 परसेन्ट है। इसलिये यह मामला अण्डर कन्सिडरेशन है और मुझे उम्मीद है कि इन का परसेन्टेज जरूर बढ़ेगा, इस से काम नहीं चलेगा।

शास्त्री जी मे मैं क्या कहूँ। हम दोनों एक दूसरे को बहुत अच्छी तरह से जानते हैं, यह बात दूसरी है कि मैं डायरेक्टर और वह उबर हैं। यह बात भी ठीक है कि वह गरीबों का साथ देते हैं और मैं भी गरीबों का साथ देता हूँ। दृष्टिकोण में हम दोनों के थोड़ा अन्तर है। बिहार में जा जाँ इन चलाना चाहते हैं उस का जवाब दे दिया गया है। जहाँ तक गाजियाबाद की बात है, शास्त्री जी, यदि नहीं भी कहते तो भी मे उस को जरूर कहने वाला था। हम सब टिकटलेस-ट्रेवल के खिलाफ हैं। यहाँ एक भी व्यक्ति ऐसा नहीं है जो इस के पक्ष में हो। आप जानते हैं इस देश में टिकटलेस-ट्रेवल बहुत बढ़ गया है। जब दंडवते जी रेल मंत्री थे तब उन्होंने ने भी इस के खिलाफ कैंपेन किया था, इस लिये हम यह कोई नया काम नहीं कर रहे हैं। मैं चाहता हूँ कि इस देश में टिकटलेस-ट्रेवल न हो, इस से रेवेन्यू का लास होता है, इम्पौरलिटी आती है... (व्यवधान)...

MR. DEPUTY-SPEAKER: Please don't interrupt. Any interruption will not go on record. You must allow him to speak. Everybody is getting up. It is not correct parliamentary

practice. Any interruptions shall not go on record.

(Interruptions)**

MR. DEPUTY-SPEAKER: He must ask the Minister whether he is yielding.

श्री केदार पांडे : मेरे कहने का तात्पर्य यही है कि टिकटलेस-ट्रेवल के खिलाफ हम सब हैं। जार्ज फर्नांडीज भी हमारे दोस्त हैं और मुझे विश्वास है कि इस में वे भी जम कर मेरा साथ देंगे। जहाँ तक चेकिंग की बात है—बिना चेकिंग के यह काम नहीं चलेगा। उस चेकिंग में हमारे डिप्टी मिनिस्टर भी गाजियाबाद गये थे, हमारे कुछ सीनियर आफिसर्स भी गये थे, जिन में एक डायरेक्टर भी थे और सब मेरी ही डायरेक्शन में गये थे कि वहाँ पर टिकटलेस-ट्रेवल के खिलाफ चेकिंग का जाये। गाजियाबाद में आसाम मेल को रोकना गया और चेकिंग को गई... (व्यवधान)... क्यों नहीं जायेंगे? हम भी जा कर चेकिंग करेंगे। आप भी जायेंगे और मैं भी जाऊँगा। मैं चाहूँगा कि मेरे साथ हमारे दोस्त जार्ज फर्नांडीज भी चलें, तब मजा आवेगा....

श्री जार्ज फर्नांडीज : कब चलना है ?

श्री केदार पांडे : यह काम हम को करना है, इस के बिना नहीं चलेगा। हम आप के घर जा कर आप को गाड़ी में बैठा कर ले जायेंगे। हम रेलवे में राजनीति को नहीं लाना चाहते हैं। राजनीति का जरिया और जगह है। आप जरा हमारी मदद कीजिये ताकि रेलों ठीक से चलें और जहाँ गड़बड़ी है, उस को ठीक किया जाये। उस को हम और आप मिल कर ठीक करेंगे। इसलिए मैं यह कहता हूँ कि अगर कोई गड़बड़ी है, तो उस को हम

[श्री केदार पांडे]

बुस्त नहीं करेंगे तो कौन करेगा। मैं बताना चाहता हूँ कि टिकटलैस ट्रेवल में 900 आदमी पकड़े गए। मेरे स्टेटमेंट में यह है कि टिकटलैस ट्रेवल में उस दिन 900 आदमी पकड़े गए और उनमें से 116, 117 आदमी जेल गये और 50 हजार रुपया जुर्माना वसूल किया गया। एक ही बात है और वह टी० टी० ई० के बारे में है। हमारे सीनियर आफिसर ने उन से कहा कि नीचे आ कर देखो कि क्या बात है लेकिन वह नहीं आया। डंडे से मारा और उस पर एसाल्ट किया, ऐसी कोई रिपोर्ट नहीं है। इसलिए मैं यह कहूँगा कि हम ने अपने स्टेटमेंट में अपने डिप्टी मिनिस्टर को बधाई दी है, कांग्रेसुलेट किया है और यह जो डंडे वाली बात है, यह बिल्कुल नहीं है। . . . (व्यवधान) . . . पहले भी ऐसा कहते थे।

अब केरल की जो बात है, केरल की बात को भी हम देखेंगे। केरल स्टेट इस में भी आगे बढ़े, उस पर विचार करेंगे।

श्री जार्ज फर्नांडीस : क्या टी०टी०ई० तीन दिन अस्पताल में नहीं थे ?

श्री केदार पांडे : उस की जानकारी हम को नहीं है। आप ने जानकारी दी है, उस का पता लगायेंगे। . . . (व्यवधान) . . .

एक बात मैं और आप से निवेदन करना चाहता हूँ। उस दिन जब मैंने मेन बजट डिबेट का जवाब दिया था, तो हमारे प० कमलापति त्रिपाठी जी सदन में मौजूद नहीं थे।

(Interruptions)**

MR. DEPUTY-SPEAKER: Do not record.

श्री केदार पांडे : उस दिन मैंने हाऊस में कहा था, रेलवे बजट की डिबेट का जवाब देते वक्त। उस समय माननीय

बाबू जगजीवन राम थे, माननीय दंडवते जी भी थे लेकिन उस वक्त प० कमलापति त्रिपाठी जी मौजूद नहीं थे। मैंने कहा था कि मेरी इंटेंशन किसी के बारे में ऐसा नहीं है कि मैं डिसकॉन्टिन्स हो जाऊँ। हम को ऐसी ट्रेनिंग नहीं मिली है कि हम किसी के प्रति डिसकॉन्टिन्स हो जाएँ। वे हमारे माननीय है, आदरणीय है और उन के प्रति हमारा रिगार्ड है। मेरे मन में कोई ऐसी बात नहीं थी और न ही हमारा इंटेंशन ऐसा था। अब मैं कहूँगा कि अगर इस का जिक्र न आए, तो अच्छा है। आज भी जिक्र हुआ और उस दिन भी हुआ था। वह बात खत्म हो गई है।

एक माननीय सदस्य : ठीक है, आगे नहीं करेंगे।

श्री केदार पांडे : हमें सब को साथ ले कर इस काम को करना है। मैंने उस दिन भी कहा था कि रेलवे में पालिटिक्स मत लाई जाए।

श्री जार्ज फर्नांडीस : यह भाषण आप ने किस से लिखवाया था जो पालिटिक्स की बात करते है।

श्री केदार पांडे : हम सब का सहयोग ले कर काम करते है। आप भी तो मिनिस्टर रहे है। आप कैसे करते थे ?

इन शब्दों के साथ मैं चाहूँगा कि एक राय से इस को आप पास कीजिए।

SHRI JYOTIRMOY BOSU: What about Budge Budge Namkhana Railway line?

श्री केदार पांडे : हम देखेंगे। उस को हम करेंगे।

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1981-82 for the purposes of Railways be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: Now, we take clause by clause consideration.

The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KEDAR PANDAY: I beg to move:

"That the Bill be passed".

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed".

The motion was adopted.

18.50 hrs.

APPROPRIATION (RAILWAYS)
NO. 2 BILL*, 1981

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways."

The motion was adopted.

SHRI KEDAR PANDAY: I introduce the Bill.

I beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways be taken into consideration."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1980-81 for the purposes of Railways be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: We will now take up clause by clause consideration. The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KEDAR PANDAY: I beg to move:

"That the Bill be passed".

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 17-3-81.

†Introduced/moved with the recommendation of the President.