

the Public Accounts Committee on Appropriation Accounts (Civil), 1966-67 and Audit Report (Civil), 1968 relating to the Ministry of Petroleum and Chemicals and Mines and Metals (Department of Mines and Metals).

COMMITTEE ON ABSENCE OF
MEMBERS FROM SITTINGS OF
THE HOUSE

Ninth Report

SHRI RANDHIR SINGH (Rohtak) : Sir, I beg to present the Ninth Report of the the Committee on Absence of Members from the Sittings of the House.

DEMANDS* FOR SUPPLEMENTARY
GRANTS (RAILWAYS) 1968-69

MR. SPEAKER : The House will now proceed with the Supplementary Demands for Grants (Railways) for 1968-69.

SHRI NAMBIAR (Tirucherappalli) : I beg to move :

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,80,05,000 in respect of Working Expenses—Administration be reduced by Rs. 100/-."

[Question of granting adequate D. A. proportionate to the increase in cost of living (1).]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 7,55,60,000 in respect of Working Expenses—Repairs and Maintenance be reduced by Rs. 100/-."

[Continued method of employing casual labourers for two to eight years without providing authorised pay and allowances to them. (2).]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 5,11,84,000 in respect of Working Expenses—Operating Staff be reduced by Rs. 100/-."

[Need to grant adequate to leave reserve and 12 hours duty to running staff

as per the Report of the Wanchoo Committee. (3)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 5,11,84,000 in respect of Working Expenses—Operating Staff be reduced by Rs. 100/-."

[Inordinate delay caused to reinstate a large number of employees connected with the 19th September, 1968 strike. (4)].

SHRI NAMBIAR : Sir, unfortunately for us the Railway Minister, Dr. Ram Subhag Singh, did not give a satisfactory reply yesterday to the discussion on the Demands of the Railways. He is a very pleasant Minister and he has taken charge of the railways with all the weight that he commands. We are very grateful to him for the approach which he makes, but as I have stated previously he is not advised properly by the Railway Board in these matters, particularly on the question of staff.

He stated yesterday that the railwaymen connected with the 19th September strike would be leniently dealt with as per the circular that is issued or is likely to be issued. Whatever be the circular or the tone of the circular that may be issued by the Home Ministry, being at the head of such a big industrial undertaking employing 14 lakhs of workers, he himself has to deal with his staff in a manner that will create confidence between the staff and himself. That alone will improve the conditions on the Railways.

As I have previously pointed out, there are about 3,500 railwaymen who are under suspension or were removed from service for various reasons. Temporary men who were paid off a month's salary, are not yet taken back. Cases which are pending in courts have not been withdrawn. Cases which are pending in the department have not yet been dropped and taken back. Therefore I submit once again that he should still more leniently look into the matter and see that all these men come back as early as possible.

My experience shows that he gives a sympathetic answer here but when we go and discuss the matter with the general

* Moved with the recommendation of the President.

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managers, they say that they have not got any such orders and they are not in a position to do anything like that. This is what we get at the other end. Unfortunately I am a person who contacts both the ends and that is the unfortunate situation in which I am put. Therefore I request him to consider this position once again.

Coming to another important aspect of the working of the railways, he has to look into the case of men of the operating staff. By operating staff I mean the station masters, the running staff, drivers, firemen and such other men who are directly connected with the operations of the railways. The Wanchoo Committee has already recommended that those who belong to the running staff must be given only 12 hours of work and not more than that. But he has not yet implemented that. He was saying that it was not possible to give 12 hours of duty. The world is having eight hours of duty and forty hours a week and still they are reducing them. But, unfortunately, in this country the drivers, the firemen and many others are to work for more than 12 hours, sometimes up to 20 hours. He has said previously that it will be brought down to 14 hours. I had some discussions with his able Minister of State, Shri Parimal Ghosh, when the railway firemen's strike was on and he agreed that he would implement 14 hours of duty.

It was promised that it will be further reduced to 12 hours as early as possible. The phrase "as early as possible" is very much abused by the bureaucracy—it is coined for them. The "matter is under consideration" is another phrase which is also very much abused by them. They have no other words to use. Therefore, I would request him to consider the question of 12 hours duty as early as possible, not in the spirit of what bureaucracy states but in the spirit of what we understand by "as early as possible". We are not bureaucrats. We are elected by the people. I would request him to apply his mind in that spirit.

With regard to the leave reserve, unfortunately, the railwaymen do not get adequate leave reserve. If a Station Master or a driver or a guard or any other station staff who is directly connected with the

operations of the railways is asked to work beyond 12 hours or so, if he does not get leave; he cannot leave the post because it is such an important post and there is no sufficient number of leave reserve. According to the rules, it should be between 15 to 20 per cent. They have less than 12 per cent and sometimes even 7 per cent. This was also mentioned by the Wanchoo Committee Report. If I were making my own comment, he would not agree. But at least after the Wanchoo Committee Report, the leave reserve should be increased.

Then, with regard to the Class IV staff, the low-paid staff, in the railways, there is what is known casual labour system. It is to extent of 3½ lakhs. Out of 14 lakhs staff, 3½ lakhs are casual labourers. And this casual labour is used against permanent vacancies which are perennial nature. This matter came up in the Select Committee on the Contract Labour Bill. The Railway officials never agree that they are using casual labour against permanent vacancies or temporary vacancies. I can quote instances where, in the loco sheds, men are working as casual labour for five or six years and so on. But they would not put them on temporary basis and, thereafter, on permanent basis. This is what is happening on the Railways. I would request him to put an end to the casual labour system. There should not be two types of railwaymen working in the same loco shed, a permanent man who enjoys higher rate of salary than the so-called casual labourer who gets Rs. 2.25 p. per day. That is far below. He has no other facilities whatsoever. Therefore, this casual labour system must be put an end to as early as possible.

Coming to the workshops, I would request him to consider the necessity of granting sufficient number of staff. In the name of incentive system, in the name of economy, the number of artisans has been reduced by 50 per cent. This, he says, is an economy measure. The result is that the quality of work in the repair and maintenance workshops has gone down. The engines, the coaches and the wagons are repaired in the workshops only in name. Only in name, the paint is put, the tar is put and the number is written. But the quality is so bad. That is why you

find that the engines derail, the carriages and the wagons derail. That is how accidents are on the increase. I am not narrating these things in an exaggerated manner. I know what is happening. If the hon. Minister would come with me incognito—it is difficult for him to go incognito because of his size—as a *bania*, as a friend of mine, who has come for a contract, I will show him what is happening and prove that every word of mine is hundred percent correct.

12.20 hrs.

(Mr. Deputy-Speaker in the Chair)

Therefore, I would request you to see that the quality of the work is improved. These things do not apply only to one particular factory but throughout. That is why I submit that you will have to see that the quality of the work is improved.

Then, in the name of economy, false statistics and false figures are given by the railway administration. They say that they have saved so much of money, but they never tell us the havoc that have done in the name of incentive system. I know the detailed working of the workshops. That is why, I pinpoint this.

Another point which I would request you to consider is about trade union relations. He has derecognised all the trade unions except those belonging to the INTUC. Now that is known as one union for one railway or one Federation for all-India railway-men has come into being according to him. This was perhaps the idea with which he might have done that. This INTUC, which is in the Railways, in the zonal railway or otherwise, do not have the confidence of the railwaymen. If they refuse to recognise the other trade unions which are functioning under the Trade Union Act with the most representative character, then it is clear that they want to recognise only trade unions which they like; it means that only the trade unions which the bureaucracy or the political party in power like to encourage will come into being. That means that it is a closed shop system which they want to build and this, we cannot allow in the larger interest of labour and the amicable relations between the labour and the management. Recognition should be given

to the trade union which has the maximum representative character and this, we can get only by a ballot. If he is not prepared to recognise the other trade unions which had been functioning for long years with so much of popularity among employees, then I would request him to have the ballot system; by that, he can find out which trade union has got the maximum representative character and that trade union can be recognised. I do not want a trade union belonging to a particular political party; I do not say that a trade union belonging to the Opposition only should be recognised; I am not putting it that way because he will immediately say that there is the INTUC, the Communists the PSP—all want a trade union of their own, and that he cannot have as many unions recognised as there are parties in this country. He would give such a cheap answer. I foresee this answer and, therefore, I am giving him a solution which will be acceptable to all the parties on both the sides. I suggest that it must be by a system of ballot. Till such time that the ballot system comes into being, he cannot have only one union of his own choice recognised. Therefore, the *status quo ante* should be restored. Those unions which have been asking for recognition, which had been functioning for such a long period, which had so much of history and so much of backing, should come into the recognised category.

I have one more point about departmental, category-wise union. With regard to category-wise union, I would say that I am not one who encourages several categories and separate trade unions under the system of craft union. But, in this country, the Railways are such that they pass through several States. Take for instance, the Southern Railway; it passes through four States, Tamil Nadu, Kerala, Mysore and a portion of Andhra. If a trade union is to be recognised, it must be recognised in such a way that it must be effective. Until and effective trade union comes into being, you will have to recognise craft unions on the merits of their strength.

Take for instance a Council like the Loco Artisan's Council and the Firemen's Council. There is the Station Masters' Organisation etc. which have got the backing of those categories. I do not want these on a permanent basis. We have seen

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the organisational pattern on the P & T side. We can give *prima facie* recognition to these craft unions and then let us devise a method as to how it could be brought together on the basis of a ballot and finally the question of organising one Union which will be helpful to him. He thinks that organised labour will be against his management. That is the wrong advice that the Railway Board gives. That is the policy of the bureaucrats. But I can tell him that organised labour will be giving support to him. It will join to help him and do stand with him to see that corruption and wasteful expenditure and malpractices are done away with. Therefore, I request him to consider this point. I am not speaking for the Southern Railway only. I am not speaking for Madras or my constituency only. I speak for the whole of the country, for the railwaymen in general as a whole. I submit that he may accept my points.

SHRI J. N. HAZARIKA (Dibrugarh) : Sir, with regard to the divisional scheme of NF Railway, it has been by and large welcome. But I would suggest certain modifications. We met the Railway Minister Dr. Ram Subhag Singh a few days ago and suggest to him that even the *status quo* may be maintained if he is feeling some difficulties. There should be at least three divisions in the State of Assam because three-fourths of the entire Railway system of the NF zone falls within the State of Assam. Therefore, the general opinion is that there should be at least five divisions. At least 3 divisions should be in the State of Assam. There has been lot of agitation in this regard. We have received representations from various places. I am particularly concerned with my constituency Dibrugarh. There is a junction called Tinsukia. It is an important junction surrounded by large number of tea gardens and two or three public sector enterprises. I feel that some sort of decision at a higher level is required so that people who are connected with industries and trade can get some advantage for their own enterprises. Instead of sending things for decision to Pandu, it will be possible for them to do things at Tinsukia if the divisional headquarter is established there. I feel that it is quite justified because about 100 miles of railway system is there in the Dibrugarh sub-

division itself and if you go towards the west on the Laming side we may get another 200 miles. 300 miles is a sufficient length for constituting a division. Therefore, Sir, I request him to consider this question of having one divisional headquarter at Tinsukia. About the rest, I leave it to him and other friends to decide whether the divisional headquarter should be set up elsewhere in Assam or outside. I understand that they are going to have a divisional headquarter at Katihar at the end of the zonal system towards west and Tinsukia also at the end of the railway system in the east. Therefore, I suggest that these two divisions at least are justified. I suggest, on behalf of my constituency, that he may kindly consider this suggestion.

There is a place called Laika which is situated on the opposite side of Murkongselek. Murkongselek is a place where recently the railwayline has been extended on the north of the Brahmaputra river. That is a very strategic place. The people of the area have been demanding that at least the Laika area which is only a few miles from the Tinsukia town should be connected by a ferry with Murkongselek. This will give a fillip for industrial and other development for the people living in the hills of NEFA, particularly of the Tsiang Frontier District. It is, therefore, suggested that the railway line from Tinsukia town should be extended to Laika. This is a place on the south of the Brahmaputra just below the place called Murkongselek. This demand is also very much justified. Therefore, I would request that a survey may be conducted to see how best this demand could be implemented. I do not immediately demand that there should be a bridge on the Brahmaputra at that place because we are already having one bridge at Gauhati. There was a proposal to have another bridge at Bongaigaon. But we were told recently at a meeting of the NF Railway Zonal Committee that it was not demanded by the Ministry of Defence. But I would submit that it will be strategically useful if we could have a very strong ferry-crossing on the Brahmaputra between Laika and Murkongselek.

After the abolition of the ghat ferry-crossing system at Pandu, there are a large number of steamers lying idle, and we

could easily send three of them to Murkong-selek and have a ferry arrangement between these two places.

Thirdly, I would like to submit that certain railway lines should be constructed between certain places in Assam, so that there could be an alternative to the present railway lines. This has been suggested by all public concerns and also by Members of Parliament several times, that the railway line should be extended from a place called Jakhlabandha in the Nowgong district Jorhat and from Jorhat to Dibrugarh either by the same line meeting at Sibsagar or by other lines. This proposal was more or less rejected by the Railway Administration because we were told in the zonal committee that this line was not necessary in their opinion. But we still hold the view that if this line is sanctioned, the people of Assam will be greatly benefited. Therefore, I still urge the Railway Minister to consider this.

The next point that I want to make is in regard to the dining cars on the NF Railway. I have received some complaints that the dining cars on the NF Railway are often given to the same party for a very long time. That is their term of contract is extended without calling for fresh tenders. I understand that at the intervention of Dr. Ram Subhag Singh himself, when he was the Minister of State a few years back, the extension of contract was stopped and fresh tenders were called. In the meantime, the party affected went to court, and before the court gave a final judgment, there was a compromise between the Railway Administration and the party concerned, and again the term was extended. I do not know how the Railway Administration justifies these things. Instead, why should they not consider the question of giving such contracts to the co-operative sector? I suggest that the hon. Minister may kindly see that the co-operative sector in the catering business is encouraged in the railways.

SHR] S. P. RAMAMOORTHY (Sivakasi): In the short time which I have at my disposal, I would like to deal with some of the local problems. Instead of general problems on which much has already been said in the course of the two days' debate on the Demands for Grants.

Kanyakumari which is at a distance of about 40 miles from Tirunelveli is very important. There have been numerous representations for connecting Tirunelveli with Kanyakumari. I am told that a survey has already been completed, but there is something obviously which is holding up the commencement of the construction work. In the absence of a direct connection, people who have to go from Tirunelveli to Kanyakumari and *vice versa* are being greatly inconvenienced. I hope the attention of the Railway Minister would immediately be engaged in that direction. Unfortunately from the railway budget I find no provision has been made for the construction of this line during the coming financial year.

Kanyakumari, as you know Sir, is a sacred place where the high seas meet, and the Vivekananda memorial is being put up there shortly, which would attract a large number of tourists from various parts of the country. For this reason, it has become all the more imperative that this line should be laid at the earliest.

I now come to two express trains, one from Madras to Tuticorin and the other from Madras to Tirunelveli. The line from Madras to Villupuram has been electrified, but the other half is still to be started. The express trains takes about 18 hours to cover the distance between Madras and Tuticorin. In case this route is dieselised, the distance would be covered in about 14 hours. That would mean passengers saving on an average four to five hours. I have a similar suggestion for the other express train between Madras and Tirunelveli.

The Madras Tuticorin line is a very busy line because of the Tuticorin harbour. Presently, unfortunately there is only one line. As a result there is a complete traffic jam on that line. I strongly urge the Railway Minister to examine the feasibility of doubling this line so as to relieve the pressure and allow smooth flow of traffic on both sides.

On the Madras-Tirunelveli section, there is a station called Kovilpatti which is situated in a very low-lying area. As a result, during the rainy season, it gets submerged under water, and the passengers and the railway staff have to walk at times in knee-deep water and the consequences can

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be very well imagined by the hon. Minister. Several representations were made to the late-lamented Lal Bahadur Shastri when he was holding the railway portfolio. He had promised to do something in the matter, but unfortunately for the local people nothing seems to have been done so far. Immediate action has to be taken to raise the level of this station.

The Tiruneleveli junction has a level crossing at the main road. Many a time, therefore, traffic on the main road is held up for quite some time, causing great inconvenience to the local people. Therefore, an overbridge must be put up immediately there to relieve the inconvenience presently being caused to the people there. With these remarks, I conclude, sir.

श्री शिव नारायण (बस्ती) : उपाध्यक्ष महोदय, यह जो 29.79 करोड़ रुपये की सप्लीमेंट्री ग्रांट है, मैं इसका समर्थन करने के लिए खड़ा हुआ हूँ। लेकिन मैं भ्राज गवर्नमेंट से कहना चाहता हूँ कि जो छोटी छोटी मांगें हैं रेलवे में उनकी पूर्ति नहीं हो रही है और ग्राम कहावत है भ्राज देश के कोने कोने में, बड़ी जिम्मेदारी इस कांग्रेस गवर्नमेंट के सिर पर है। 20 साल से भ्राज गवर्नमेंट चला रहे हो, 20 साल से यह जो मांग है उस की पूर्ति नहीं हो रही है। भ्राये दिन, रोज यह शिकायत आती है, इतना ब्लेम सुनने को मिलता है, कामन मैन मिलता है, स्ट्रीट का भ्रादमी मिलता है और कम्प्लेंट करता है स्पेशली थर्ड क्लास के पैसेंजर्स करते हैं।

मैं कल यहाँ आया हूँ, मन्डे-नाइट को लखनऊ से चला था। जब मैं वहाँ प्लेटफार्म पर खड़ा था तो मैंने देखा कि उस ट्रेन के थर्ड-क्लास के डिब्बों के गेट बन्द थे, मुसाफ़ि़रों को, यहाँ तक कि औरतों को मैंने खिड़की में से फूद कर गाड़ी के घन्दर जाते हुए देखा। यह हालत भ्रापके रेलवे एडमिनिस्ट्रेशन की है। यहाँ पर रेलवे के बड़े बड़े भ्राफ़सर बैठे हुए हैं, यह हालत मैं लखनऊ प्लेटफार्म की बता रहा हूँ, किसी गलियारे की नहीं बता रहा हूँ, यह लखनऊ के कैपिटल की हालत है।

गाड़ियों का लेट चलना तो बहुत कौमन हो गया है। कल ही जिस गाड़ी से मैं आया हूँ, वह दो घन्टे लेट पहुंची मैं यहाँ कल 11 बजे पहुंचा। उस गाड़ी का बरेली में एक्सीडेंट हो गया, जिसका पता ही नहीं लगा। उसी गाड़ी से यू० पी० के गवर्नर भी चल रहे थे। मैं जब मुरादाबाद पहुंचा तो गाड़ ने बताया कि बरेली में गाड़ी का एक्सीडेंट हो गया था। यह सब भ्रापके डिपार्टमेंट की लैक-भ्राफ़-डिस्प्लन और लैक-भ्राफ़-वकिंग का नतीजा है। जो भी भ्रादमी ट्रेन से ट्रेवल करता है उस की सिन्कोरिटी, उस के जान माल की जिम्मेदारी रेलवे डिपार्टमेंट पर है। मैं तो फिर भ्राप से यही कहूँगा कि भ्राप इस रेलवे-बोर्ड को एवोलिस कर दीजिये, भ्रापका सारा डिपार्टमेंट उस के अग्नेन्ट हैं।

एक खास चीज मैं यह कहना चाहता हूँ कि गवर्नमेंट को 18 करोड़ रुपये का हर साल लौस होता है। भ्राप लोगों को फ्री पासंज देते हैं। किसी को एयर कन्डीशन का पास दे रखा है, किसी को कुछ दे रखा है और यह लोक सभा सब से सुप्रीम अघोरिटी हैं, हम पालियामेंट के मੈम्बरों को, जो सुप्रीम भ्राफ़ दी सोसाइटी हैं, जनता के चुने हुए प्रतिनिधि हैं, हम को सिम्पल फस्ट क्लास का पास मिलता है। मैं तो भ्राप से यह दरख्वास्त करता हूँ कि भ्राप सब के पास खतम कर दें, हमारे भी खतम कर दें, हम को पैसा दे दिया करें, ताकि यह मिसयूज खतम हो सके। उन लोगों का रिजर्वेशन फौरन हो जाता है, एक एक भ्रादमी के नाम पर चार चार डिब्बे रिजर्व हो जाते हैं और हम लाइन खड़े रह जाते हैं। ग्रामी मैं जिस वोगी में आया हूँ, उस में दो भ्रादमियों के लिए ऊपर वाली बर्थें रिजर्व थीं, लेकिन कोई नहीं आया। लखनऊ में रिजर्वेशन की यह हालत है। लोग हमको गलियां देते हैं, कहते हैं कि यह तुम्हारी हकूमत है, कांग्रेस की हकूमत है, टोपी वालों की हकूमत है। इस तरह से हमको सुनना पड़ता है और भ्रापके नक्टाई और कालर वाले लोग इसके जिम्मेदार

हैं। इस लिये भ्राप फ्री पासेज को बिलकुल खत्म कर दें।

मैं भ्रापसे मांग करता हूँ कि गोरखपुर और और बस्ती के बीच में जो छोटी छोटी पुलिया हैं, उनको भ्राप ठीक करा दें। यह मेरी पुरानी मांग है, जब श्री लाल बहादुर शास्त्री रेलवे मिनिस्टर थे, उस समय उन्होंने मुझे एशोरेन्स भी दिया था, लेकिन अभी तक कोई कार्यवाही नहीं हुई है।

खलीलाबाद से महदावल होते हुए बस्ती तक एक रेलवे लाइन खोल दीजिये। उपाध्यक्ष महोदय, हम नेपाल के बांडर पर बस्ते हैं। यह एरिया खतरे से खाली नहीं है, स्ट्रेटैजिक प्वाइन्ट है जैसे बंगाल और बिहार के बांडर की स्थिति है, वही ही स्थिति हमारे इस क्षेत्र की है . . .

श्री लखन लाल कपूर (किशन गंज) : वहां स्मगलिंग ज्यादा होता है।

श्री शिव नारायण : ये स्मगलर्स के एजेंट हैं। मैं मुशीबत की बात कह रहा हूँ और इनको मालील सूझता है। मैं मानता हूँ कि वहां स्मगलिंग होता है, लेकिन इन को उस का ज्यादा एक्सपीरियेन्स है। हम को ज्यादा एक्सपीरियेन्स नहीं है। लेकिन हमारी मिलिट्री उधर में पास होगी, उस दृष्टि से तथा उस क्षेत्र की उपज को लेजाने की दृष्टि से इस लाइन का होना बहुत जरूरी है हम वहां बहुत बढ़िया चावल पैदा करते हैं; जिसे दूसरे राज्य को भेज सकते हैं, लेकिन मीन्स-भ्राफ-कम्पूनिकेशन ठीक न होने से भेज नहीं पाते हैं। अगर यह ब्यवस्था वहां पर हो जाय तो इससे उस क्षेत्र का डेवलपमेंट होगा।

हमारे यहां बस्ती में फस्ट क्लास का बेटिंग रूम नहीं है। भ्रंजेजों के जमाने में था लेकिन बाद में उसको हटा दिया गया।

श्री राधाबसार शास्त्री (पटना) : हिन्दु-स्तानियों को क्या जरूरत है।

श्री शिव नारायण : मैं कम्प्युनिस्ट नहीं हूँ, कांग्रेसी हूँ, गांधी जी में विश्वास करता हूँ। लैनिनिज्म में विश्वास नहीं करता हूँ, मार्क्सज्म में विश्वास नहीं करता हूँ, गान्धीजी में विश्वास करता हूँ। अपने दुखदर्द की कहानी सुना रहा हूँ, लेकिन उन का इस देश से कोई नाता नहीं है, इनका रिश्ता कहीं और है इसलिये इन को मजाक सूझता है। मैं अगर अपने भ्रफसरों को बांट बताता हूँ तो उनकी पीठ पर हाथ भी धरता हूँ।

मैं मन्त्री महोदय से कहना चाहता हूँ कि 19 सितम्बर की हड़ताल में भ्रापने जिन भ्रफसरों को मुअ्तिल कर रखा है, जिनके ऊपर भ्राप मुकदमे चला रहे हैं, उन मुकदमों को विदवा किया जाय। इस सिलसिले में हम पांच एम० पीज ने स्टेटमेंट भी दिया था, लेकिन हम को भ्रफसरों ने कहा कि भ्रापने कुछ नहीं किया। मैं फिर प्राइम मिनिस्टर और होम मिनिस्टर से दर-खास्त करता हूँ क्षमा बड़न को चाहिये, छोटन को उत्पात। भ्राप गवर्नमेंट हैं, बड़े हैं, भ्राप उनकी पोजीशन को रियलाइज कीजिये, उन के बच्चे भूखे मर रहे हैं, उनके भामलों को टेक-भ्रप करें, उन को बहाल करें। (ध्वजध्वान) भ्रापको पता नहीं है कि कांग्रेस वालों का कलेजा किनना ऊंचा है। हम अपनी गवर्नमेंट की भी क्रिटीसाइज कर सकते हैं।

मैं भ्राखिर में निहायन भ्रदब से गुञ्जारिस करता हूँ कि भ्राप ट्रेन्ज के टाइमिन्स को फिक्सभ्रप करें, ट्रेन्ज प्रक्सर लेट चलती हैं, ऐसी ब्यवस्था करें कि वे ठीक टाइम पर चला करें। भ्रापने जो बजट पेश किया है, उस में डेफिसिट नहीं है, हम लिये हम भ्रापकी सप्लीमेंट्री मांग को रिक्मेंड करते हैं लेकिन हम चाहते हैं कि उसका सही माइनों में इस्तेमाल हो। भ्राप फ्री-पासेज को बन्द करें, भ्रापने 18 करोड़ रुपये का एपीकल्बर टैकम नगा दिया है, जिससे जनता में हंगामा मचा हुआ है, अगर भ्राप फ्री-पासेज को बन्द कर दें तो 18 करोड़ रुपये की बचत हो सकती है।

इन शब्दों के साथ मैं इस डिमान्ड का समर्थन करता हूँ।

MR. DEPUTY SPEAKER : The hon. Minister wanted to mention in the beginning regarding certain reduction in the Demands. I think this is the proper time for that.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : These Supplementary Demands are for the current year. I would like to mention that the extra requirements for revenue expenses under Demands No. 2 to 10 and 13 have been reduced from Rs. 28.31 crores as printed in the book of Supplementary Demands to 27.67 crores. The extra requirements in respect of these demands for the current year were about Rs. 1.12 crores lower than the Revised Estimates for the current year as shown in the Budget documents. Due to the modifications advised by the Railways subsequent to the presentation of the Railway Budget. The requirements for the current year have been reviewed again. Hence the further reduction of Rs. 0.64 crores.

I am glad to inform the House that the additional traffic anticipated for the current year is likely to materialise fully and may even be exceeded this month. The originating tonnage to the end of February 1969 has already touched the targeted additional tonnage of 8.1 million tonnes for the current year. Taking into account the reductions in the expenses both under revenue and capital, the deficit for the current year anticipated at about 10 crores in the Revised Estimates may be somewhat lower. These are the additions.

SHRI LOBO PRABHU (Udipi) : On a point of order, Sir. This is a debate on the Supplementary Demands. This has proved to be the third chapter of the General Budget of the Railways. Would you suggest to the Members that they make some reference to the Supplementary Demands? After that, if time permits, they can indulge in matters of general interest or local importance.

MR. DEPUTY-SPEAKER : I fully appreciate what has been said.

SHRI SHEO NARAIN : That was your duty not of Mr. Lobo Prabhu.

MR. DEPUTY-SPEAKER : The

point is that while we are discussing the demands for supplementary grants, it should not again be a sort of a general discussion on the railway budget. Unfortunately Shri Sheo Narain was not present. All the points were more or less covered yesterday. What happens is that Members would again ventilate their grievances and it is very difficult to restrain them, though his objection is correct.

SHRI SEZHIYAN (Kumbakonam) : They hon. Minister just now read out some statement. He tried to change some figures. What is the procedure that he is adopting to make those changes? Are they to be treated as amendments? What is the procedure?

MR. DEPUTY-SPEAKER : The original demands that were incorporated in the small booklet have now been reduced. These changes had been circulated.

SHRI SEZHIYAN : The House is seized of the matter and we can allow them as ordinary corrections if they are printer's mistakes. But they seem to be substantial corrections and so he should move proper amendments.

MR. DEPUTY-SPEAKER : The hon. Minister had addressed a communication to the hon. Speaker suggesting that he felt that a reduction in those figures was called for after further consideration, and that he would like to place before the House those revised figures at the time the House takes it up for consideration. Similar procedure was adopted on earlier occasions and if I were to follow a different procedure now, that would not be proper.

श्री श्रीचन्व गोयल (चण्डीगढ़) : उपाध्यक्ष महोदय, मन्त्री महोदय ने लगभग 30 करोड़ की अनुपूरक मांगें इस सदन के सामने रखी हैं। इसमें मैं यह तो समझ सकता हूँ कि कुछ इस प्रकार की मांगें हैं जैसे सरकारी कर्मचारियों के भत्ते के भन्दर कुछ वृद्धि की गई जिसकी अपेक्षा पहले से नहीं की जा सकती थी। इसी प्रकार से अनेकों स्थानों पर बाढ़ के कारण रेलवे सम्पत्ति को हानि हुई थी उसकी मरम्मत करने के लिए रुपये की आवश्यकता पड़ी, यह बात भी

समझ में आ सकती है। यह सदन इन अनुपूरक मांगों में उसी प्रकार के खर्च की अनुमति दे सकता है जिनकी कि सरकार को पहले से कल्पना नहीं थी। लेकिन आप देखें कि पृष्ठ 14 पर मांग नं० 8 में 3,74,67,000 रु० की मांग इसलिए की गई है।

ITEM (IV) :

"Rs. 374.67 lakhs, due to increase in the number and value of compensation claims for goods lost or damaged and the clearance of outstanding cases."

मेरा निवेदन यह है कि यह जो इतनी बड़ी रकम मांगी जा रही है क्या उसका अनुमान यह विभाग पहले से नहीं लगा सकता था। मैं समझता हूँ अनुपूरक मांगों के द्वारा इस प्रकार इस प्रकार की मांगे इस सदन में नहीं आनी चाहिए।

उपाध्यक्ष महोदय, कमर्शल क्लर्क्स जिनकी संख्या 42 यह। 43 हजार के करीब होगी, उनके सम्बन्ध में मैंने मन्त्री महोदय से व्यक्तिगत रूप से भी प्रार्थना की है। ये लोग काफी योग्यता रखने वाले व्यक्ति हैं इनमें बी. काम, एम. काम, ला प्रोजेक्ट और डब्लु प्रोजेक्ट्स हैं। इनकी योग्यता के अनुसार इनके ऊपर अनेकों प्रकार की जिम्मेदारियां भी हैं। नको सामान की परख करनी पड़ती है और खजान्ची का काम भी करना पड़ता है। सभी प्रकार की जिम्मेदारी इनको अपने ऊपर लेनी पड़ती हैं। लेकिन इसके बावजूद हम देख रहे हैं कि इनको जो तरबकी के अवसर मिले हुए हैं वह केवल 45 परसेन्ट हैं लेकिन इनके अलावा जो और साधारण किस्म के कर्मचारी हैं जिनके लिये न तो हम प्रकार की योग्यता और न उत्तरदायित्व की ही आवश्यकता होती है उनके लिए जो प्रमोशन के चान्सेज है वह कहीं तो 50 प्रतिशत हैं और कहीं 70 प्रतिशत हैं। इसलिए मेरी प्रार्थना यह है कि ये जो कामशील क्लर्क्स हैं जिनके तरबकी के रास्ते में मुद्दकमा रुकावट डाल रहा है, उस रुकावट को दूर करके इनके प्रमोशन के चान्सेज को 45

प्रतिशत से कम से कम 75 प्रतिशत तक बढ़ाया जाय।

इसके अतिरिक्त एक और भी समस्या है। जो ट्रांसपोर्टेशन का स्टाफ होता है वह डी-कॉटेग्रीज़ हो करके इस श्रेणी में आ जाता है। नतीजा यह होता है कि स्टेशन मास्टर्स, असिस्टेंट स्टेशन मास्टर्स जो कि मैट्रिकली फिट भी होते हैं। वे डाक्टरों से भूठा सर्टिफिकेट ले लेते हैं और फिर इस महकमे के अन्दर आकर के अपने प्रमोशन के चान्सेज बनाना चाहते हैं। वे लोग डाक्टरों से भूठा सर्टिफिकेट ले लेते हैं। कि वे अनफिट हैं और फिर यहां आकर इन कामशील क्लर्क्स के प्रमोशन के चान्सेज पर प्रसार डालते हैं।

मैं यह निवेदन करूंगा कि पिछले रेल मन्त्री महोदय ने भी हमारी इस प्रार्थना को स्वीकार करके यह निर्णय लिया था कि या तो डिफेंटी-गैराइज्ड स्टाफ और ट्रांसपोर्टेशन स्टाफ को इस के अन्दर शामिल नहीं किया जायगा और अगर शामिल भी किया जायेगा तो उनके लिए अलग अलग एक परसेटेंज मुकर्रर कर दी जायगी ताकि जो प्रमोशन के चान्सेज कमशियल कैटेगरी को हैं उन से उन को वंचित न किया जाय। 15-15 और 20-20 और 25-25 साल की सविस के बाद कोई एक साल प्रमोशन का चांस मिले और यह डिफेंटीगैराइज्ड स्टाफ आकर उसका फायदा उठा ले...

MR. DEPUTY-SPEAKER : He may resume his speech after lunch.

13 hrs.

*The Lok Sabha adjourned for lunch till
Fourteen of the Clock.*

*The Lok Sabha re-assembled after lunch at
Four Minutes Past Fourteen of the Clock.*

[Mr. Deputy-Speaker in the Chair]

RE. DHARNA BY MEMBERS OF DELHI
METROPOLITAN COUNCIL AT THE
DEPUTY PRIME MINISTER'S
RESIDENCE

श्री बलराज मधोक (दक्षिण दिल्ली) :
उपाध्यक्ष महोदय, मैं आपकी आज्ञा से एक