

DR. SUBRAMANIAM SWAMY:
Why don't you prosecute the magazine then?

SHRI SAWAI SINGH SISODIA:
There are no other suggestions and points which need elaborate reply.

DR. SUBRAMANIAM SWAMY:
I have asked him, why don't you prosecute such a fantastic magazine, if he is innocent? He can make a commitment in the House.

SHRI SAWAI SINGH SISODIA:
Your suggestion has been noted. We will see what action can be taken.

MR. DEPUTY-SPEAKER : The question is:

"That the Bill further to amend the Customs Tariff Act, 1975 be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER : The question is:

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted

Clauses 2 and 3 were added to the Bill.

MR. DEPUTY-SPEAKER : The question is:

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

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

SHRI SAWAI SINGH SISODIA:
Sir, I beg to move:
"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is:

"That the Bill be passed,"

The motion was adopted.

16.02 hrs.

INDIAN RAILWAYS (AMENDMENT) BILL

**THE MINISTER OF RAILWAYS
(SHRI P. C. SETHI):** Sir, I beg to move "that the Bill further to amend the Indian Railways Act, 1890, as passed by Rajya Sabha, be taken into consideration."

MR. DEPUTY-SPEAKER :
Motion moved:

"That the Bill further to amend the Indian Railway Act, 1890, as passed by Rajya Sabha, be taken into consideration."

SHRI P.C. SETHI : Sir, I have pleasure in commanding to this House the Indian Railways (Amendment) Bill, 1982, as passed by the Rajya Sabha, on the 25th March, 1982, for consideration. The Bill aims at prohibiting any person other than a railway servant or an agent authorised by the Railway Administration from carrying on business of procuring and supplying tickets for travel on a Railway or reserved accommodation for journey in train and prescribes stringent punishment for any one doing so or abetting the offence.

I need not dwell on the need for legislation in hand or the urgency thereof, as the Hon. Members are well aware that trading or rather

racketeering in rail tickets has assumed menacing proportions and the Government is duty-bound to plug all loopholes in the existing law that stand in the way of effective action against the racketeers. In the absence of any specific provision in the existing law, prohibiting the carrying on of business in purchase and re-sale of rail tickets and reservations, Government are handicapped in effectively curbing the activities of touts and self-styled travel agents. With the passage of the amendment, the Government will be vested with the necessary powers to effectively deal with the menace. Besides, I am hoping that the stringent punishment proposed, namely, imprisonment upto three years and fine upto Rs. 1,000/- and the prospect of arrest on the spot will have salutary effect and help in curtailing the problem.

Being aware that the Hon. Members fully share the Government's anxiety to put down with heavy hand the anti-social elements who exploit the needy and bona-fide passengers to make unlawful gains, I shall without taking any more time of the House with my introductory remarks, suggest that the Bill be taken into consideration.

16.04 hrs.

[SHRI CHANDRAJIT YADAV *in the Chair.*]

DR. SUBRAMANIAM SWAMY (Bombay North East) : Sir, first, I would like to congratulate the Minister for bringing forward this legislation. I think, it is very much due. There are no two opinions in the country that there is large scale racketeering as far as tickets are concerned. The black-market is, in fact, flourishing. But the fact of the matter is that the black market survives in only those areas

where the demand for something is far in excess of the supply. Anybody who has been to a Railway station in India know that the number of people wanting to travel is far more than the number of seats available.

So, it is inevitable that this kind of racketeering is bound to take place. The question is not so much on the need for legislation. But how are you going to enforce it? How can you ensure that the Enforcement Officers themselves will not be bribed and they will, in turn, be given some money to keep quiet? It ultimately will mean that unless you have well-paid, well-trained officials manning this enforcement part, I am afraid, this will become another layer of corruption that you would be adding.

I would like to draw the attention of the Hon. Minister to today's newspapers that due to rush, for example, in the Bombay suburban sector, in Vidya Vihar yesterday a commuter stopped the train and there was heavy stoning and lot of people have got hurt. This is brought out in today's newspapers.

I hope that the Hon. Minister will look into that and also answer my doubts about the enforcement part whether he will have sufficient high-level officials, well-paid officials who are not likely to be bribed in this racket and who would not become a part of the racket itself and make it a bigger racket, whether he will ensure that the enforcement level will be of a high quality one. Thank you.

SHRI K.A. RAJAN (Trichur) : Mr. Chairman, I support this amending Bill which has been brought but I would like to emphasise the point which is raised by Dr. Subramaniam Swamy regarding the enforcement part.

[Shri A.K. Rajan]

You know that this racketeering in tickets is going on in almost all imports junctions unfortunately and it is a fact also that there are certain people who are conniving and all these things are there. They are also involved and they have got a fine and all these things. In every railway station you go, in every Central Junction, you can have tickets. There is no scarcity of tickets. People who have to go once in a year, you will see that they have to pay some money. One hundred rupees is not a problem for them. They have to pay. Otherwise, they will be stranded there. So, especially from the Northern side, you will find in Delhi and everywhere in big junctions, that you can have these big racketeers and it is also said that they maintain reservation lists and tickets are being issued. That is why, I request you to give some direction to see that some sort of relief is being brought for the people who decide to travel.

But there is the question of implementation and enforcement of this provision. How far you will be able to do it and see that this racketeering is stopped in train journey? Now, you will find the summer rush in all junctions, especially in all the Northern junctions. All people are getting stranded on the platform.

Last year, it is our experience, even the KK Express was to carry double the passengers. The passengers would not get down. They have to go. There is no other way. And those people, the railway employees and passengers, are creating all sorts of trouble for them and they are harassed and all these things. Lot of racketeering is there on the platform to sell the tickets. If you have money, you can get tickets. They will ask 'For how many rupees you want the tickets?' This is the situation in this country unfortunately.

I support this amending Bill. You have to see that this is enforced properly and the punishment which has been

notified in that amendment, even if it exceeds, I suggest that it may go beyond that because it is a criminal thing that is being done in the open place and all these things by a set of racketeers with fabulous amount by selling these tickets should be stopped.

With all these demands, I support this Bill.

श्री जेनुल बशर (गाजीपुर) : सभापति जी, मैं प्रस्तुत बिल का समर्थन करने के लिए खड़ा हुआ हूं। इस बिल की मंशा बहुत अच्छी है। जैसा कि सभी लोग जानते हैं, आज प्रस्त्रेक स्टेशन पर टिकट की बिक्री का बहुत बड़ा रैकट चल रहा है। कुछ लोग एडवान्स में टिकट खरीद लेते हैं और उसके बाद उन टिकटों को और उसके साथ जो रिजर्वेशन होता है उसको अधिक पैसा लेकर लोगों को दे देते हैं। यह धंधा बगैर रेल कर्मचारियों के साथ मिले हुए नहीं किया जा सकता है।

इस में जो गंगा हैं उन की रेल कर्मचारियों के साथ साठ-गांठ रहती है, तभी यह धन्धा चलता है। हम जानते हैं, बम्बई में विशेषकर, 50 से 100 रुपया एक्स्ट्रा दे कर उसी रेलवे स्टेशन पर टिकट बिकता है, उसी खिड़की के पास ऐसे टिकट का रिजर्वेशन आसानी से खरीदा जा सकता है...

श्री सुश्रावर्णम स्वामी : इसी लिए कल यहां भी मार्पीट हो गई।

श्री जेनुल बशर : मैं विशेषकर रेल मंत्री जी का ध्यान, जहां से हम लोग आते हैं, बनारस रेलवे स्टेशन की तरफ दिलाना चाहता हूं। वहां पर इस का बहुत बड़ा धन्धा चल रहा है। इस के बारे में मैंने रेल मंत्री जी को पत्र भी लिखा था। मुझे मालूम हुआ है कि उस की कुछ एक्स्ट्रायरी भी हुई है, लेकिन उभी भी यह धन्धा यहा-

चल रहा है। जितनी भी तेज रेलगाड़ियाँ हैं, सुपर-फास्ट ट्रेन्ज हैं उन के रिजर्वेशन के लिए जब भी कोई काउन्टर पर जाता है तो यह कह दिया जाता है कि सीट अवैलेबिल नहीं हैं। लेकिन उस के बाद वे टिकट काले-बाजार में बेच दिये जाते हैं। ऐसा भी होता है, शायद आप को भी नहीं मालूम होगा, कि आप के नाम से, मेरे नाम से, या उस क्षेत्र से जो एम० पीज आते हैं, उनके नाम से कोटा भर दिया जाता है, जब कि हम में से कोई भी उस रिजर्वेशन के लिए नहीं कहता है और उसके बाद वे सीटें पैसा ले कर दूसरों को बेच दी जाती हैं। यह धन्धा वनारस रेलवे स्टेशन पर काफी दिनों से चल रहा है। मैं चाहता हूँ कि आप इस ओर विशेष ध्यान दें। इस समय कार्यवाही के लिये जो बिल लाया गया है, मुझे दुःख है कि रेल कर्मचारियों को, जो इस धन्धे में मिले हुए हैं, कवर नहीं किया गया है। जब तक रेल कर्मचारी इस धन्धे में नहीं मिलेगा, तब तक यह काम नहीं हो सकता।

दूसरी बात मैं यह कहना चाहता हूँ—रेल कर्मचारी कुछ इस तरह से इन्तजाम करते हैं कि जिन का रिजर्वेशन है वे भी रेलगाड़ी पर पहुँच कर सीट न पा सकें। मैं आप को दिल्ली की ही एक मिसाल देना चाहता हूँ—विक्रमशिला एक्सप्रेस, सोनभद्रा एक्सप्रेस तथा अन्य बहुत सी रेल गाड़ियाँ हैं जो पुरानी दिल्ली से चल कर नई दिल्ली स्टेशन से हो कर जाती हैं। उन का चार्ट नई दिल्ली स्टेशन पर नहीं लगाया जाता। जब नई दिल्ली स्टेशन पर गाड़ी पहुँचती है तो आप देखेंगे कि यात्री एक सिरे से दूसरे सिरे तक अपना रिजर्वेशन ढूँढ़ने के लिये दौड़ता है, जिन में हम लोग भी शामिल हैं। हमारी बात तो छोड़ दीजिये, लेकिन हमारे काम्पेनियन को सीट मिलती ही नहीं प्रोट

इसी भाष-दौड़ में गाड़ी छूट जाती है। उस के बाद रेल के जो कण्डक्टर होते हैं वे काफी पैसा ले कर उन सीटों को दूसरों को दे देते हैं। इसी तरह से दूसरे बड़े स्टेशनों पर चार्ट नहीं लगाये जाते। इतनी बड़ी रेलगाड़ी है, उस में आदमी अपनी सीट कैसे खोज पायेगा। इस लिए इस बात की व्यवस्था होनी चाहिये कि जहाँ-जहाँ रिजर्वेशन होती है वहाँ चार्ट अवश्य लगाये जाएं। चार्ट की व्यवस्था इस प्रकार की होनी चाहिये जिससे लोगों को अपनी सीट आसानी से मिल जाया करे, क्योंकि ट्रेन वहाँ पर बहुत थोड़े समय के लिये खड़ी होती है—तत्त्वे समय में बिना किसी जानकारी के सीट तक पहुँचना बहुत मुश्किल होता है।

इन शब्दों के साथ मैं इस बिल का स्वागत करता हूँ और आशा करता हूँ कि मैंने जो प्वाइंट्स बतलाये हैं, मंत्री महोदय उन पर ध्यान देंगे।

SHRI N. K. SHEJWALKAR (Gwalior) : Mr. Chairman, Sir, nobody can oppose the object with which this Bill has been brought forward. But the doubt in the minds of quite a few Hon. Members is whether this can bring about the desired result. May I submit that this Act is that of 1890? No doubt this Bill is for a very limited purpose. The Act has become much out of date and it requires a lot of amendments and in proper time. I think the Railway Minister will consider amending the Act properly.

So far as this particular aspect of the matter is concerned, should we not once think as to the root cause of all this abuse? The whole difficulty is because we are not having the accommodation as needed by the time. I can understand the difficulty of the Railway Ministry that they are not able to run as many trains as are required. But the root cause is

[Shri N. K. Shojwalkar]

this—that there is shortage of accommodation and the number of people who want to travel is much large. That is why all these problems are created. If any effort on that side is given priority, I think that will give much more relief to the public rather than just giving only punishment—I do not oppose that—to these offenders.

A few things have been pointed out. I have a lot of suggestions which I can give you. But they will be just a sort of patching up something and it will not solve the problem really. For example, the question is about the list. Only day before yesterday I was in Jabalpur. The train was 5 hours late. It reached 5 hours late. But I cannot understand why the reservation chart cannot be pasted there. It was put up on the board after the train reached there and the leaving time of the train at Jabalpur was 4.25 but the chart was not to be found on the Notice Board upto 5.30. Why was it so? I cannot see any reason. I asked the person concerned. He said, 'We do not know the number of the carriage.' I say it is very simple. You just put it carriage 'A', carriage 'B', carriage 'C', etc. as they put it in certain trains. They know very well the composition of the racks, but they will not put it. I am not at this moment ready to impute any motive. But after all there must be some reason. Why it is not being done is very difficult to understand. Then—of course, First Class charts you may be able to read because they are typewritten. But in regard to second class charts, I think you will not be able to read it. It is so faintly written by some carbon or something. It is very difficult to read the list at all and you cannot find the name and all this gives chance naturally to indulge in some malpractices in between.

Thirdly, I come to the intermediate stations. After all this is the peak

time—these summer month. There is a great rush. If you go to the Parliament House booking counter itself, right from 11 in the morning upto this time you will find a big queue there. One does not know at the intermediate station whether any accommodation is vacant or not. I do not know whether computerisation can help us or anything else can help us. Why is it not possible to relay the information regarding vacancy of Second Class seats? First Class seats they send but with regard to second class, if they can send information to the next station as to the number of seats available and in which carriage the seats are there, etc., it will relieve a lot of trouble. But that sometimes helps the conductors in the trains to make money. That is why they do not want to say whether any seat is available or not. Only if you enter the compartment, somehow or the other you are accommodated. This has to be checked. This is the general experience. As I said, these are some patch-up suggestions. I am making and I can give a list of them. But as I submitted earlier, this is not enough. You have to find out some ways whereby some basic changes are brought about, and whereby the passenger traffic can be properly rationalised. You give preference to the goods traffic; that is all right; but for passenger trains also, you have to make adequate and proper arrangements, otherwise this trouble would go on increasing, and the corruption will be more. Even after this amendment, some new methods will be found out to overcome this, and the provisions of this Bill will be bypassed.

Secondly, there are many other things to be taken care of, and for that proper amendments are required in the Indian Railways Act, 1890. For example, we are faced daily with the chain pulling menace. This is very troublesome. You start

by any train in the morning or evening, chain pulling is a common thing. It makes the train late for hours. Everybody wants to get down at his village. This is happening quite often on trains between Delhi and Palwal, Vidisha and Bhopal, Gwalior and Murena and on other trains also. Then even the first class passengers are not spared. Some people would enter the first class compartment or any other compartment and will disturb the passengers. They would abuse you, and you have to put up with that; you cannot do anything. You have to quietly hear that. This is what is happening daily. Trains are being looted quite often; we have got a number of examples. What particular steps do you propose to take to overcome the difficulty of forcible entry into the compartments. This requires to be tackled immediately. Unless and until you take care of these various things, these common difficulties cannot be removed. Forcible entry is one of the factors which causes considerable trouble to the regular travellers. Even the train conductors are beaten at many places. They do not dare to drive away the people who enter the compartments forcibly.

With these few remarks, I most respectfully submit and urge you to find out some ways to save the public from the harassment and difficulties. It is particularly so, when the special trains are being run, and the traffic is very heavy. Some relief could be provided by making available more passenger trains, giving more facilities for travellers and by providing more seats.

With this, I support the Bill and conclude.

SHRI SAMAR MUKHERJEE (Howrah): I support all the Hon. Members, who have made various suggestions to improve the working of the railways. We have this daily experience of travelling by railways and to stop racketeering, simply this

amendment is not enough or adequate. It requires at least the co-operation of the public and the general people, otherwise those who are interested to travel immediately would offer something and manage to go. They want this type of racket to continue, because they can get the tickets easily, otherwise they have to stand in the queue for reservation and face all the harassment. The question is, how to ensure that the passengers are not put to harassment to get reservations. This alternative should be thought over.

I also support Shri Shejwalkar's proposal that there should be a comprehensive Bill. Simply, bringing forward one amendment of this Act and by increasing the punishment, you cannot stop this racketeering. The railways running has reached a stage where everybody has started ridiculing it. Punctuality has become an exception. Only three days before, I went from here by Deluxe train to Howrah. That train reached there at 9.15 p.m. I had to address one election meeting. According to the normal timing of the train, the meeting was fixed. The train was to reach Howrah by 5.00 p.m. or so, but it reached 9.15 p.m. The people who wanted me to address the meeting came to know that the train was late by 4-5 hours. So they went back and announced at the public meeting that Samar Mukherjee is not coming, because of the late running of the trains.

DR. SUBRAMANIAM SWAMY: That will help you in the elections.

SHRI SAMAR MUKHERJEE : Yes. But this is not the one thing. So many passengers who had to get the other corresponding trains were affected. Two people were going along with me. They were to go to Bongoi by getting the Sealdah train. They said how can we go now to Bongoi ? So, I had to arrange for their stay in Howrah to stay in the night so that they can go in the

[Shri Samar Mukherjee]

next morning. This increased harassment is leading to the growing resentment among the people going on train journey.

Another experience is that in the compartment I travelled there was no water in the latrine. So we had to have a strike in response to nature's call and all these things. We learnt that some value was missing and that was the reason that there was no water. So, I am only narrating the type of experience which we are having daily. Therefore, an overall improvement of the running of the railways requires a full discussion and cooperation of the people and of those in administration. That is why a thorough rethinking of the entire functioning is essential. Do not depend purely on your administrative measures, because the situation is such today that it is going beyond the control of Administration or anybody else.

The Chamber of Commerce of Raniganj told me three months back that tickets are not available even at the Railway ticket counters. This is another type of harassment to the passengers who are going to purchase the tickets. So, this should be noted that the supply of tickets must be regular. The question of reservation is a different thing. At least those who do not require reservations, the ordinary passengers, going in suburban trainings also, should be provided with tickets. But they are not getting them.

Then there is another type of racketeering. About this I had complained two years ago. This is the racketeering in time-tables. Passengers who want to purchase time-table immediately after it is out, particularly that small booklet of local time-table, they are not made available. It is suspected that some interested companies like the Bradshaw influence the Railway administration for not circulating large

number of time-tables so that for want of railway time tables published by the Railway administration, the public is forced to purchase those private time-tables published by Bradshaw and other companies. So this is another type of harassment. Unless we get time-table, it is very difficult for us to fix up our programmes. So, there are so many sources of racketeering in the Railways. So, it is not only simply in the reservations, non availability of tickets, the racketeering has its ramifications. It is the strongest in Bombay. I had one experience and I made a written complaint that after being issued reservation tickets, when the passenger went to have his reservation, he was told : "You have no reservation." He showed his ticket, but he was refused. Then I had to complain. I don't know what was the result, but we hear that there are powerful moneyed men, who can purchase even the employees, even the staff, even the administration. You cannot therefore, remove all those types of obstacles by this type of a legislation. That is why a thorough discussion on the running of the Railways is necessary and a comprehensive legislation must also be thought of.

With these words I support this Bill, but I want to tell you that this is too inadequate to solve these problems.

SHRI CHANDRABHAN ATHARE PATIL (Ahmednagar) : I rise to support the Bill. The bill has been introduced, though late, to give relief to the passengers who desire to undertake journeys by Railways.

The difficulties in getting reservations have been already expressed on the floor of this House. These daily experiences are particularly of great pain and harassment to those who are weak, old and infirm. In this context, there is the man who, without spending anything, works

as an agent on behalf of somebody else, grabs money, and earns a lot. His business has been check-mated ; and proper punishment has been recommended in this Bill. So, in respect of both the procurer and the supplier, an effort has been made to bring them to book. In the same way, we have the man who purchases and sells or attempts to purchase or attempts to sell. This category has also been tried to be brought to book.

But in the penalty clause, the procurer i.e. the one who procures, has been excluded. As a matter of fact, this should not have been done. The supplier has been brought to book ; but the man who procures, must also have been placed in that category.

This Bill is a welcome one ; and by virtue of this, much relief will be made available to the common passengers. So, I support this Bill. The daily inconveniences and agonies suffered by passengers are quite well known, particularly in big cities where the reservation counters are very limited. For instance in Bombay, the reservation counters are there only at 2 or 3 places. Taking into consideration the vast population of that city, and the fact that one has to travel a long distance if he wishes to have reservation, we have to realize that it requires a lot of expenditure ; in addition, a lot of time is also unnecessarily wasted. So, these are the daily experiences of ordinary passengers. So, it will be in the fitness of things if more counters are opened at convenient places, so that they can be easily accessible : and the efforts of those who just try to carry on this type of business are also checkmated.

Secondly, we are trying to stop this at the main centres. But we find that proper checking staff are also not available, when the trains are running. So far as this experience of our travel in Jelum is concerned,

two or three first-class bogies have been kept in the charge of one Conductor. He is not in a position to command and control the passengers ; and then during the course of travel, the passengers who want to travel without making any payment, get forceful entry, trouble the other passengers ; not only that, at their pleasure, they pull the chain and stop the train causing great inconvenience not only to the passengers who are travelling in that train but also the whole schedule of running the train is disturbed. It is quite right and justified to see that the new circumstances, the new situation that we are facing today should be taken into consideration and adequate legislation be brought forward to eradicate all evil things so that the passengers would be able to travel comfortably and easily. With these words, I support the Bill. Thank you.

धोरामावतार शास्त्री (पटना) समाप्ति महोदय, भारतीय रेल (संशोधन) विधेयक, 1982 का मैं भी समर्थन करता हूँ। यह ऐसा विधेयक है, जिसका विरोध नहीं हो सकता। लेकिन मैं भी इस विचार का हूँ कि सिर्फ इस विधेयक के जरिये सरकार रेलवे में व्याप्त कई प्रकार की व्याधियों को रोक नहीं सकेगी। उन तमाम व्याधियों, गड़बड़ियों और घोटालों को रोकने के लिए यह जरूरी है कि एक व्यापक विधेयक यथाशीघ्र इस सदन में प्रस्तुत किया जाए। इस सम्बन्ध में मैं दो तीन बातों की तरफ मंत्री महोदय का ध्यान आकृष्ट करना चाहूँगा।

मम्भी बताया गया है कि रिज़र्वेशन को लेकर क्या घोटाला चलता है, किस तरीके से कुछ उंगलियों पर गिने जाने लायक लोग टिकटों को खरीद लेते हैं और दूसरों के हाथ में ज्यादा पैसा लेकर बेच देते हैं। यह भी शिकायतें अखबारों में निकलती रहती हैं कि यात्रियों के जाने के बाद एकत्र की हुई पुरानी टिकटों का भी इस्तेमाल पैसा लेकर

[श्री रामावतार शास्त्री]

किया जाता है। यह शिकायत भी सुनने को मिलती है कि जाली टिकटे भी छापी जाती हैं। सरकार जो टिकट छपवाती है, उनकी गड़बड़ी तो चलती ही है, जाली टिकटे भी छापी जाती हैं और बड़े पैमाने पर उनका भी व्यापार होता है?

केवल यह कह देने से काम नहीं चलेगा कि केवल छोटे-छोटे रेलवे कर्मचारी ही इस तरह के घोटालों से सम्बन्धित होते हैं। इनके पीछे बड़े मगरमच्छों का हाथ होता है, बड़े रेल अधिकारियों का हाथ होता है। उनकी मदद और आशीर्वाद के बगैर साधारण कर्मचारी यह हिम्मत नहीं कर सकता। बहरहाल इस तरह के कुर्कम अधिकारी करें या रेलवे कर्मचारी, वे निन्दनीय और दंडनीय हैं, उनका कोई भी समर्थन नहीं कर सकता। इसलिए मैं निवेदन करना चाहता हूं कि इस व्याधि को रोकने के लिए उसकी जड़ में जाना पड़ेगा और तमाम बातों का पता लगा कर इसको रोकना होगा, ताकि जरूरतमंदों को, सही लोगों को आसानी से टिकट और रिज़र्वेशन मिल जाए।

टिकट या रिज़र्वेशन के बाद भी लोगों को जगह नहीं मिलती। अब तो यह होने लगा है ऊचे दर्जे में भी, दूसरे दर्जे में तो आम तौर से होता ही है कि अनधिकृत लोग डिब्बों में धूस जाते हैं और बाकर कब्जा जमा लेते हैं और वे बेचारे जिनके नाम से टिकट या रिज़र्वेशन हैं, वे दुकुर-दुकुर ताकते रह जाते हैं, रेलवे कर्मचारी भी उनकी कोई मदद नहीं कर पाते हैं क्योंकि अगर वे मदद के लिए पहुँचें तो उनको पीटने वाले भी मिल जाते हैं। इस प्रकार से जेन्युइन पैसेंजर्स चुपचाप रह जाते हैं। वे अपने आप को बहुत असुरक्षित महसूस करते हैं। इस तरह की चीजें आज बड़े पैमाने पर चल रही हैं।

मैं आपको एक उदाहरण दे दूँ। कुछ महीने पहले की बात है, हमारे पटना के आपकी ही कांग्रेस के एक कार्यकर्ता जिनका नाम श्री ओम प्रकाश सिंह था, वे आए और उन्होंने दो टिकट फस्ट क्लास के तीस-तीस रुपया अधिक पैसा देकर, पुरानी दिल्ली स्टेशन से खरीदे। इस सम्बन्ध में मैंने पांडेजी को चिट्ठी भी लिखी लेकिन मालूम नहीं पांडे जी ने कुछ किया भी या नहीं, कम से कम मुझे तो आज तक उसकी कोई खबर नहीं है। पांडे जी उनको चुनाव में कांग्रेस का टिकट दिलवाने की कोशिश कर रहे थे। मैंने उनसे कहा पांडे जी, इस तरह के रैकेट आपके स्टेशन्स पर चल रहे हैं तो उन्होंने जवाब तक नहीं दिया। वे इस समय यहां पर रहते तो अच्छा था। वे शायद चले गए हैं। मेरे कहने का मतलब यह है कि ईमानदारी से, बिना ज्यादा पैसा दिए हुए रिज़र्वेशन जल्दी मिलता ही नहीं है—इस बात को आप अच्छी तरह से जानते हैं। इधर आपने एक दो कदम भी उठाए हैं लेकिन वे कदम अभी कारगर साबित नहीं हो रहे हैं।

पहली बात तो मैं यहां पर यह कहना चाहता हूं कि आपको गाड़ियों की संख्या भी बढ़ानी पड़ेगी। पता नहीं, आपकी नीति अभी क्या है? उस समय तो पांडे जी की यह नीति थी कि पैसेंजर गाड़ियों को कम करके माल ढोने वाली गाड़ियों को बढ़ाओ। अगर यही नीति आज भी है तो गाड़ियों में इस तरह की रेलम-पेल को आप रोक नहीं सकते हैं। अगर गाड़ियां कम रहेंगी तो यात्री आरक्षित डिब्बों में भी जबर्दस्ती धूसेंगे और जिनके आरक्षण हैं उनको जगह नहीं मिल सकेगी। इसलिए आपको गाड़ियों की संख्या भी बढ़ानी होगी।

जहां तक विलम्ब से गाड़ियां चलने की बात है, सेठी जी ने दावा किया है कि स्थिति में सुधार आया है लेकिन मैं समझता हूं आपका यह दावा निराधार है। मैं आज की ही घटना बता रहा हूं। मैं कल तिन-सुखिया रेल में सवार हुआ था। दो बजकर 16 मिनट पर पटना जंक्शन से गाड़ी रवाना होनी थी लेकिन गाड़ी रात पौने नी बजे आई। डेढ़ बजे से पौने नी बजे तक सैकड़ों यात्री प्लेटफार्म पर बैठ कर तपस्या करते रहे। मैंने तीन-तीन कन्ट्रोल से बात की—झाझा कन्ट्रोल से, मुकामा कन्ट्रोल से और दानापुर कन्ट्रोल से लेकिन तीनों कन्ट्रोल तीन तरह की बातें बताते थे। इन कन्ट्रोल वालों को भी आपको कसना होगा। आज ये कन्ट्रोल वाले किसी के कन्ट्रोल में नहीं हैं। मेरे से कहने लगे शास्त्री जी, आप बहुत नाराज हैं आप तो रेल मजदूरों के हमेशा हिमायती रहे हैं, मैं रेल मजदूरों का हिमायती जरूर हूं लेकिन साथ-साथ रेल यात्रियों का भी हिमायती हूं। अगर यात्रियों को कष्ट होगा तो उनकी हिमायत भी करूंगा। वाकई मैं कल बहुत गुस्से में था। 90 मिनट से शुरू होकर गाड़ी सात घंटे लेट हो गई। मैंने डी आर एम से बात करने की कोशिश की लेकिन वह नहीं मिले। ए डी आर एम भी नहीं मिले। इत्फाक से वे शाम को मिल गए तो मैंने कहा कि आपकी व्यवस्था यह है। बहुत विलम्ब से गाड़ियां चलने से भीड़-भाड़ ज्यादा बढ़ जाती है। दूसरे दर्जे में मेरे सहयोगी बैठे थे लेकिन मैं उनके डिब्बे में चूस नहीं सका, उनसे मिलने के लिए, क्योंकि सारा डिब्बा जैम-पैकड़ था। ऐसी बात नहीं कि सभी के पास रिजर्वेशन था लेकिन रेल कर्मचारी बेबस थे, वे कह रहे थे कि अगर हम बोलेंगे तो हमें मारकर मरा देंगे। तो रिजर्वेशन के डिब्बों

की यह स्थिति है। तो इन सब बातों की तरफ भी आपको व्यान देना चाहिए। इन तमाम बातों के बारे में आपको चिट्ठी लिखनी है। वहां पर जब मैं पूछता हूं तो कलकं बोलते हैं कि सिर्फ दो आदमी काम कर रहे हैं और हजारों यात्री आते हैं फिर दो आदमियों से काम कैसे चलेगा। जब कन्ट्रोल से पूछते हैं कि गाड़ी का टाइम बताओ तो कन्ट्रोल वाले बिगड़ जाते हैं और कहते हैं शास्त्री जी, यह हमारी जबाबदेही नहीं है कि हम इन्कायरी वालों को बतायें कि गाड़ी लेट है यह उसकी जबाबदेही है कि हमसे पूछे। अब पता नहीं किसकी जबाबदेही है? मैं समझता हूं दोनों की जबाबदेही है। कन्ट्रोल इस तरह से बोले इनरिस्पांसिबल वे मैं कि हमारी जबाबदेही नहीं है, हम कुछ नहीं कर सकते—तो यह सारी बातें हैं जिनके सम्बन्ध में व्योरेवार मैं आपको चिट्ठी लिख रहा हूं। चूंकि यहां पर अवसर आ गया इसलिए यहीं पर उठा दिया।

जहां तक सम्पत्ति की सुरक्षा की बात है, आपने सुधार की बात कही है लेकिन हालत गदरे बूद होती जा रही है, बद से बदतर होती जा रही है। सेठी साहब जब आये थे तो हमने यह समझा था कि स्थिति में कुछ सुधार आयेगा लेकिन अभी तक लब्बो-लबाब यही है कि किसी भी क्षेत्र में कोई सुधार नहीं हो रहा है। चोरी और बढ़ती जा रही है। आपने सुना ही होगा हमारे सूबे में ग्रंथि कोआपरेटिव बैंक का घोटाला बहुत बड़ा घोटाला है। आज वित्त विधेयक पर बोलते समय भी इस सिलसिले में हंगामा हो गया। मैं किसी का नाम नहीं लूंगा, लेकिन वहां ग्रंथि कोआपरेटिव बैंक के जो चेयरमैन थे, इस समय चेयरमैन नहीं है, पटना के जिला बोर्ड के अध्यक्ष हैं, मैं भी

[श्री रामावतार शास्त्री]

उस बोर्ड का मेम्बर हूँ, उन्होंने पटना रेलवे जंक्शन को बन्धक रख दिया था, मार्टेंगेज कर दिया। इसको न आपने कन्ट्राडिक्ट किया है और न सपोर्ट किया है। सेठी जी, आपको मालूम होगा, रेलवे की सम्पत्ति को बेचने का अधिकार किसी बैंक के अध्यक्ष को नहीं है, या न तो आपको अधिकार है, हरा सरकार को अधिकार है। न वहां के मुख्य मन्त्री को अधिकार है और न किसी बैंक के चेयरमैन को है और न किसी भी दूसरे आदमी को है। यह चर्चा बार-बार हो रही है और अब तो यह मामला सुप्रीम कोर्ट के विचाराधीन है.....

डा० सुब्रह्मण्यम् स्वामी : हम लोगों को मी छूट दे दीजिये, हम भी करेंगे।

श्री रामावतार शास्त्री : वास्तविकता क्या है? सचमुच मार्टेंगेज किया गया था या नहीं किया गया था? अगर नहीं किया गया तो बतलाइये कि नहीं किया गया और अगर किया गया है तो क्या आप इसको उचित समझते हैं तथा ऐसा करने वाले के खिलाफ कौन सी कार्यवाही की गई। इन तमाम बातों की तरफ ध्यान जाना चाहिये.... (व्यवधान)....मैंने शुरू में मुख्य मन्त्री से कहा है, अगर नाम लेता तो हल्ला मच जाता कि नाम ले लिया, डिफेण्ड करने वाला कोई नहीं है।

रेल मन्त्रालय तथा संसदीय कार्य विभाग में उपमन्त्री (श्री मल्लिकार्जुन) : आप साथ-साथ डिफेण्ड भी कर दीजिये।

श्री रामावतार शास्त्री : यदि हम को करना है तो आप वहां कैसे बैठे हैं? हम को उधर जाने दीजिये तो हम डिफेण्ड करेंगे, आप इधर आ जाइये।

डा० सुब्रह्मण्यम् स्वामी : सिक्कान्द्राबाद रेलवे स्टेशन को मत फीजिये।

PROF. N. G. RANGA (Guntur) : If you repeat the same story again and again, it loses its savour as well as relevance. How many time have you mentioned it the same day?

SHRI RAMAVATAR SHASTRI : Till now nobody has denied this allegation. If it is wrong, it should be denied.

PROF. N.G. RANGA : How can it be denied when you go on repeating it all the time?

श्री मनोराम बागड़ी (हिसार) : उस वक्त तक रिपोर्ट करेंगे जब तक इलाज नहीं होगा।

SHRI RAMAVATER SHASTRI : A veteren freedom fighter like you should not talk like this.

PROF. N. G. RANGA : You are repeating the same thing again and again; It loses all savour and relevance.

श्री रामावतार शास्त्री : मैं यह कहना चाहता हूँ कि ये जो तमाम बुराइयां रेलवे में हैं, इनकी तरफ आपको ध्यान देना चाहिये। ये जो सवाल हैं, जो समस्याएं हैं और रेलवे मजदूरों की भी समस्याएं हैं, उनकी तरफ आप ध्यान दीजिए। अभी-अभी आपने एक तकरीर की है और उसमें यह कहा है कि बहुत सस्ती के साथ रेल मजदूरों से निपटेंगे। ऐसा अस्वारों में निकला है। उसको आपने डिनाई नहीं किया है। अगर डिनाई करते, तो हम खुश होते क्योंकि हम यह उम्मीद नहीं करते हैं कि आप ऐसी बात कहेंगे जैसाकि और लोग कहते हैं। रेल मजदूरों की जो वाजिब मार्गें हैं, उनको आप देखिये और इन बुराइयों को दूर करने में आप उनका सहयोग लीजिए। इसमें तमाम यूनियनों के लोगों का आप सहयोग लीजिए और आपने को केवल दो रिकवराइज़

यूनियनों तक ही महदूद मत रखिये। मैं इस बारे में ज्यादा नहीं बोलना चाहता लेकिन उनकी रेलवे में क्या स्थिति है। उसको आप अच्छी तरह से जानते हैं। जो अनरिकिंग-नाइज़र्ड यूनियनें हैं, उनके बारे में आप जानते हैं। आल इण्डिया लोको रनिंग स्टाफ एसोसियेशन की ताकत आपको मालूम है। यह एक अलग बात है कि पिछली लड़ाई में उनको आपने दबा दिया। अलग-अलग केटेगरीज की जो यूनियनें हैं, वे बड़ी पावर-फुल यूनियनें हैं। मैं इसको जानता हूँ क्योंकि मैं उनसे सम्बन्ध रखता हूँ। अभी आल इण्डिया रेलवे एम्प्लाइज कान्फीडरेशन का एक सम्मेलन 21 फरवरी को हुआ था और उसमें उन्होंने अपनी कुछ बातें रखी थीं। आप उन तमाम रेल मजदूरों का कोआपरेशन लीजिए। इससे यह जो रिजर्वेशन करेंके हैं या जो चोरियां होती हैं, वे रुकेंगी और समय पर गाड़ियां भी चलेंगी। अगर रेल मजदूर कोई गलती करते हैं, तो उनके बारे में आप बैठ कर उनसे डिस्कस कीजिए और डिस्कस करके कोई न कोई रास्ता निकल सकता है। अगर आप तमाम लोगों से कोआपरेशन लेकर काम करेंगे, तो निश्चित रूप से रेलवे की स्थिति में सुधार होगा।

एक निवेदन और करना है और वह यह है कि आप केवल नौकरशाही पर निर्भर मत रहिये सेठी जी। नौकरशाही हमारे देश का भला नहीं कर रही है। वे बुन की तरह लग गए हैं और उनसे सावधान रहने की जरूरत है। मैं यह नहीं कहता कि आप उनकी बात न सुनिए लेकिन उनकी बातों पर चलिये मत। आप और लोगों की बातें भी सुनिये और तमाम बातों का ध्यान रखते हुए अगर काम करेंगे, तो निश्चित रूप से रेलवे में जो वर्तमान स्थिति है, उसमें सुधार होगा। कोई भी ऐसा आदमी नहीं है जो रेलवे की स्थिति में सुधार लाने में आपका सहयोग नहीं करना चाहता।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ और आशा करता हूँ कि आप निकट भविध में एक विस्तृत विधेयक इस संदर्भ के सम्मुख पेश करेंगे।

श्री मनीराम बागड़ी: मेरा व्यवस्था का प्रश्न है। मैंने निकार एक पत्र दिया है कि

अमृतसर में गाय का सिर काट कर शिव मंदिर के ग्रामे लटकाया गया है। वहां पर तीन, चार और छः महीने से ऐसी गतिविधियां चल रही हैं जो हिन्दुस्तान में हिन्दू-सिख एकता को तोड़ने और गैर-कानूनी वातावरण फैलाने की हैं। इस तरह की गतिविधियां बढ़ती ही जा रही हैं। एक तरफ प्रधान मंत्री जी विनोवा जी को विश्वास दिला कर आई है कि गौ-हत्या बन्द होगी और दूसरी तरफ धार्मिक स्थानों पर इस तरह के प्रदर्शन किये जा रहे हैं जो आज से पहले कभी नहीं हुए और उन से भारत के हर नागरिक का सिर शर्म से झुक जाता है।

सभापति महोदय : आप का व्यवस्था का प्रश्न क्या है?

श्री मनीराम बागड़ी : मेरा व्यवस्था का प्रश्न यह है कि सुबह नियम 377 में जनरल स्पैरो ने यह सवाल उठाया था और स्पीकर महोदय ने यह कहा था कि शाम तक घर मंत्री जी इसके बारे में बयान देंगे और मैंने इस बो पहले भी रखा है लेकिन अभी तक कोई बयान नहीं दिया गया है। मैंने आप को लिख कर दिया है कि अगर घर मंत्री जी आज इसके बारे में बयान नहीं देते हैं, तो फिर मैं घरना दूंगा और उस वक्त तक नहीं उठूंगा, जब तक कि घर मंत्री जी अपना बयान नहीं दे देते। रोम जल रहा हो और नीरो चैन की बंशी बजाता रहे, ऐसी बात यहां नहीं हो सकती। यह नामुमकिन बात है।

सभापति महोदय : यह कोई व्यवस्था का प्रश्न नहीं है क्योंकि सदन में जो इस समय कार्यवाही चल रही है, उस से संबंध रखने वाली यह बात नहीं है भगव जो बात आप ने उठाई है, वह अपनी जगह पर गंभीर है।

I would like to know from the Home Minister. Mr. Venkatasubbaiah, was there any assurance given on the floor of the House today that the Home Minister will make the statement regarding the Punjab situation? Was any assurance given today? There was a statement today under Rule 377 on the situation in Punjab.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I was not aware. I will find out whether Speaker has given any such ruling.

DR. SUBRAMANIAM SWAMY: Please make him aware that one of the Members is staging a dharna here.

MR. CHAIRMAN : Shri Venkatasubbaiah is present and he is listening. That is why I have asked him.

DR. SUBRAMANIAM SWAMY: Give him five minutes.

SHRI P. VENKATASUBBAIAH : I want 2½ minutes. I will convey the feelings of the Hon. Members to the Home Minister. I will find out whether any such ruling has been given by the Speaker. I was not aware of these things. I will convey what Shri Bagri has expressed in this House. I will convey it to the Home Minister.

समाप्ति महोदय : बागड़ी जी, मैं एक ही बात कह सकता हूँ कि जो आपने वात उठायी है और जो उल्लेख नियम 377 के अन्तर्गत इस सदन में आज किया गया, ये वोनों अपनी जगह पर गंभीर हैं, इसमें दो रायें नहीं हैं। मैं समझता हूँ कि होम मिनिस्टर और होम मिनिस्ट्री ने इस बात का नोट लिया होगा और पंजाब की सरकार से भी आवश्यक कार्यवाही करने के लिए कहा होगा।

अब उन्होंने कहा है कि वे पता लगा लेते हैं कि इस सम्बन्ध में कोई आश्वासन दिया गया है कि बयान दिया जाएगा। अगर ऐसा है तो निश्चित रूप से बयान आना चाहिए।

श्री मनोराम बागड़ी : मैं आज की प्रोसीडिंग्स देख कर आया हूँ कि घर मंत्री जी देंगे। आज से 15 दिन पहले इस बात का ऐलान किया गया था कि ग़ठब़ों के सिर काढ़ कर मन्दिरों के सामने लटकाया

जाएगा। इस बात को 15 दिन हो गये। या तो प्रान्तीय सरकार को जिसके चीफ मिनिस्टर दरबारा सिंह हैं, बख़स्त करो या घर मन्त्री को बख़स्त करो। हरियाणा में चुनाव हो रहे हैं। ऐसा करके वहां पर कम्युनल टेन्शन पैदा की जा रही है। सरहदी प्रांतों में, जिनकी सीमाओं को खतरा है, ऐसे मौके पर इसे मामूली बात न समझा जाए।

SHRI P. VENKATASUBBAIAH : May I interrupt Mr. Bagri. The seriousness of the situation which he has been telling, it has been very well taken by the Government of India. It is not as though we are not aware of all those things. But it takes some time. Since the Home Ministry cannot make a statement on the spur of the moment we have to get information from the Punjab Government also and based on that we have to make a statement here. We are trying to get information from the Government of Punjab. What the Hon. Member has expressed, I will convey that to the Home Minister. Meanwhile I will make an appeal to Shri Bagri who is a very senior and a reasonable Member with sweet sense and humour and all that not to resort to dharna and all that. I will only assure the Hon. Member that we are very seriously concerned with this matter and whenever we are in possession of actual facts, we will place them before the House.

DR. SUBRAMANIAM SWAMY : Mr. Bagri raised the issue because fifteen days ago a statement was made by him. That is exactly what is happening now. To-day one of the biggest largest selling magazine called The Sunday which comes from Calcutta on the front page there is a story which says that Gyaniji is connected with Khalsa...

SHRI P. VENKATASUBBAIAH : He is bringing an extraneous matter. It is not relevant.

DR. SUBRAMANIAM SWAMY: It is well connected. He says what is administration doing ? He says that there is no administration. A statement should come before the House adjourns to-day. I would like to know about that allegation also.

समाप्ति महोदय : मैं बागड़ी साहब, आप से कहना चाहता हूँ। जो बात आपने यहां पर उठायी है वह खुद मिनिस्टर ने यहां पर कही है कि वह बहुत गंभीर हैं और सरकार भी इसे बहुत गंभीरता से देख रही है। साम्प्रदायिक स्थिति, साम्प्रदायिक तनाव कही पर भी हो, यह बुरा है। यह देश के लिए अच्छा नहीं है। इस बात की गंभीरता को देखते हुए उन्होंने कहा है कि पंजाब को सरकार से पूरे तथ्य मालूम होने के बाद ही बयान भी हो सकता है। केन्द्रीय सरकार ने इसे गंभीरता से लिया है।

17.00 hrs.

तो मैं भी बागड़ी जी आपसे प्रार्थना करूँगा, आपको गम्भीरता सही है और आप की बात सरकार ने नोट की है, उसकी गम्भीरता को नोट किया है, इसलिए मेरा भी आपसे अनुरोध है कि आप घरना देने का अपना विचार वापस ले लें, स्थगित न करें। और जल्दी से जल्दी, अगर सम्भव हो तो कल तक, माननीय गृह राज्य मन्त्री जी, आप इस पर बयान दिलवा दीजिये।

जा० सुन्दरायम स्वामी (बम्बई उत्तर पूर्व)
गृह मन्त्री इस बात की भी सफाई दें क्या वह दल खालसा से कनैक्टेड हैं ?

MR. CHAIRMAN : He is not connected with it.

DR. SUBRAMANIAM SWAMY: The magazine has come out with such a statement.

MR. CHAIRMAN : I am sorry, every magazine need not to be mentioned.

DR. SUBRAMANIAM SWAMY : But it has a circulation of 3 lakhs.

MR. CHAIRMAN : Whatever its circulation. Now the question is whether it is published in the magazine or not, it does not matter. Anything which has been brought in this House and through this House to the notice of the Government, that itself is a serious thing. That is brought out in the magazine or published, is immaterial. Any question which is raised on the floor of the House by any Hon. Member itself is a serious matter and the Home Minister has given assurance that the Government has taken a serious view on this and they are trying to take every possible step to prevent such a situation. That is why, I have said that if possible, tomorrow, the Government should come out and make a statement. Now, after this I think, we should leave this matter.

SHRI N. K. SHEJWALKAR (Gwalior) : The only relevant point is, you must see the proceedings whether the Hon. Minister has promised that he will come with a statement today.

MR. CHAIRMAN : All right. I have said that I will see the proceedings.

DR. SUBRAMANIAM SWAMY : Not after adjourning the House.

SHRI N. K. SHEJWALKAR : Please don't make an appeal that he should make a statement tomorrow.

MR. CHAIRMAN : No. I am sorry, you are unnecessarily butting in. Please sit down.

बी मन्नीराम बागड़ी : समाप्ति जी, आपने जो कहा है उसके बारे में मुझे कहना

[श्री मनीराम बागड़ी]

है आप मी सरकार में रहे हैं, आपको बहुत ज्ञान है, आपके विचार राष्ट्रीय हैं, यह कल की घटना है और वहां पर लाठी चार्ज किया गया, टीयर गैस चली... ...

ज्ञा० सुब्रह्मण्यम् स्वामी : जलूस भी निकला है।

श्री मनीराम बागड़ी : और कल की पंजाब में हुई घटना है लेकिन आज तक कोई खबर नहीं हमको मिली। यह सरकार के लिए बड़े अफसोस की बात है। मैं कोई द्वेष के नाते नहीं कह रहा हूँ माननीय वेंकट-सुब्रह्मण्या जी, मुझे इसमें कोई मजा नहीं आता है कि मैं किसी को ग़ली दूँ। लेकिन देश के लिये बड़ा कलंक है। कल सुबह का वाक्या है, जलूस निकला है, टीयर गैस चली है, लाठी चार्ज हुआ है। और आज शाम तक गृह मंत्री जी व्यान नहीं दे पा रहे हैं। पंजाब बिल्कुल निकट में है, चंडीगढ़ की सीधी टेलीफोन लाइन है। इससे लोगों में कन्फ्यूजन है, गृह मंत्री श्री जैल सिंह और मुख्य मंत्री श्री दरबारा सिंह के बारे में और जो घटना घटी है वह बड़ी खतरनाक है। मैं आपकी खुशी पर कह सकता हूँ आपने जो मुझ से कहा है कि मैं घरना न दूँ तो मैं आज घरना नहीं दूँगा। वैसे आज उनको व्यान दे देना चाहिये। लेकिन अगर कल तक उन्होंने कोई ऐक्शन नहीं लिया, और जिस तरह लाला जगत नारायण के कत्तन पर फर्जी व्यान दिया, तो मैं फिर कल से घरना दूँगा और तब तक नहीं उदूँगा जब तक कोई ऐक्शन नहीं लिया जायगा।

17.03 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

उपाध्यक्ष महोदय : श्री मनीराम बागड़ी, आप बोलेंगे ?

श्री मनीराम बागड़ी : आज मेरा मन ठीक नहीं है डिप्टी स्पीकर साहब।

SHRI T. R. SHAMANNA (Bangalore South) : Mr. Deputy Speaker. Sir, useful suggestions have been given for getting rid of the nasty affair, namely ticketless travel and malpractices in reservations. This should be punished properly. However, punishment alone will not solve this problem.

I request the Chair to give me a few minutes to bring to your kind notice and to the notice of the Hon. Minister of Railways this matter which you are very well aware of.

Four days back, I had to go to Lucknow. I, out of curiosity, counted the number of people travelling on the top of the carriages. Not less than 150 people were sitting on the railway top. I do not know from how long this practice is going on. How many of them purchased tickets ?

I strongly urge upon the Minister of Railways to see that this mode of travel namely, sitting on the railway carriages and bogies should stopped.

In the case of North India and East India, they make misuse of the railway carriage and in South India, you do not find so much of people on the railway bogie tops.

Therefore, I strongly urge upon the Government to see that at any cost on the top of the carriages passengers should not be allowed to travel. This is an important thing. I trust that the Hon. Minister will take action in this regard.

With regard to reservation, in every railway station, I want that the top-most officers of the railway stations may be given discretion to keep 4 or 5 seats vacant to be given to those

who are to go urgently in the case of appointments or death or serious illness on the production of valid evidence. 4 or 5 tickets may be given for emergency. If such an arrangement is made, those people who have to travel urgently at any cost, they will not buy the ticket at a premium.

Therefore, I want the Minister of Railways to examine the matter namely to keep about 5 seats to be used at the discretion of the topmost officer of the railway station and to see for emergency, seats are provided for those who need them very badly. If such arrangement is made, I find that such people will not go to buy black tickets.

My other Hon. friends have said that there are lot of irregularities and complaints. I honestly tell you that I find that there is some improvement in the timings as well as reservation and all that.

Our difficulty is that between two years, three Ministers have been changed. Constant change in the Ministers is not welcome and I trust that the Hon. Minister Mr. Sethi will be able to take some decision in the matter. I hope that he will be able to complete his term Minister for Railways for these 2½ years and see that some arrangement is made so that steps are taken to improve it. I know that after all lots of people have to travel every day. So, it is very difficult. But, at the same time, if the top officers and the Ministry were to work earnestly and with zeal, I am quite sure, some improvement will be brought about.

I do find that the Minister of Railways has helped us in respect of some emergency tickets and I once again stress upon these two important factors that I have brought to your notice already namely (i) Railway travel on the top of carriages should be stopped.

The second is to keep 4 or 5 seats or tickets in emergency use.

These things will improve the question of reservation.

I trust the Hon. Minister will take serious notice of this and see that the travelling public are not put to great hardship and trouble.

The reservation should be done strictly in accordance with the principle of 'first come first served'.

The selling of tickets in the black-market should be stopped.

Constant vigilance is very necessary and now then top officers also should go and check up how the tickets have been issued and plan for the purpose is necessary.

Public opinion may be sought and some method has to be found out how to get rid of this evil habit of travelling without ticket or travelling by purchasing tickets in black-market.

SHRI A.T. PATIL (Kolaba): Mr. Deputy-Speaker, Sir, this is a very small Bill with a specific subject to stop black-market in procuring and supplying of tickets for travel on railway, including tickets for reserved accommodation in trains. To my mind, there are three types of purchasing or procuring or supplying of tickets with which this Bill deals.

The main object of the Bill is to stop clandestine purchasing of tickets and supply of tickets and carrying on that sort of black business. So far as the present piece of legislation is concerned, there should be no objection from any quarter of the society to this measure. But the question remains to what extent the object can be achieved.

[Shri A. T. Patil]

The first is clandestine procuring and supplying of tickets for travel without reservation. I come from Bombay region and I know what happens in Bombay, how the tickets are procured, how the tickets are supplied. Now, what action can be taken under the law? Suppose this Bill is passed as an effective measure to check this clandestine business, what definite action can be taken and to what extent can this clandestine business be checked? That is the point. Some four or five boys stand in the queue and get the tickets and supply them to the people who need them and who pay for them something more. The travellers' purpose is served and the other man's purpose is also served. Where is the question of prosecution? There is no name imprinted to show that the ticket has been purchased by a particular person. It is a matter of procedure. Therefore, I would draw the attention of the Government to this procedural aspect of procuring and supplying or dealing with tickets.

The second thing is about tickets where seats are to be reserved, and the third is about tickets where berths for sleeping are to be reserved. Here attention of the Government can be drawn to apparent or patent facts. Not only boys stand in the queue and get the tickets but—the House will pardon me for saying this—the fact remains that the booking clerks themselves used to take something like Rs. 12.50 or Rs. 20 per ticket from here to Bombay for giving the reservation. There was actually a fight between two booking clerks on the issue of distribution of the money recovered. How are you going to stop this? So far as tickets with seat-reservations are concerned, there is no name written on the tickets. So far as berth reservation is concerned, the names are recorded, but there is no name written on the reservation ticket.

Therefore, it will be very difficult to check whether the ticket held by a particular person was really issued to him or procured for him. Therefore, improvement in procedural aspect has to take place.

Not only this, there are also situations which arise in this way. A number of tickets are held by the railway authorities themselves. You will excuse me for saying this, but in actual experience we find this happening.

You will find that the tickets have been reserved or kept or held by the railway authorities themselves and when the persons who do not hold reserved seats, come to the station, they are allowed to enter and seats are allotted to them and accommodation is given to them. I do not know whether the tickets are issued to them or reservation slips are given. Even the so-called VIPs who travel find it difficult to get accommodation. They do not have the reserved accommodation. There is accommodation but still they do not get it because they cannot be asked to pay anything which is not accounted for and unless something is paid which is not accounted for, they cannot be accommodated. So they are in a difficulty.

The question, therefore, is that there is no difficulty about this Bill. It is absolutely necessary. We are prescribing some punishment. It is a very nice thing. The question is: what is the actual effect and to what extent it will achieve the objective it is intended to achieve? I am not entering into any other things, such as demand and supply and other deficiencies, inconveniences and facilities or lack of facilities. I am not concerned with it because this Bill has not got that much of scope. But the thing remains that so far as this Bill is concerned the actual achievement of the objective is rather doubtful. When it comes to prosecution, what sort of prosecution can

we have and what sort of evidence can you have ? It is all right that it does create a deterrent effect, as a negative effect and to that extent, a person concerned may not be indulging in these things. So far as the positive effect is concerned, the situation may be that the avenue of the crime or the place or scene of crime or offence may be shifted from one place to another. The question before the Government will be how to check it and to what extent. I have already submitted how to check it. You have to make a definite procedural improvement. I do not want to suggest anything specific about it. But I have already indicated that so far as reservation is concerned, unless you put some name on the ticket, it is very difficult to see whether the ticket was issued clandestinely or procured in black-market. My submission, therefore, will be that so far as this Bill is concerned, in order to achieve the object of this Bill with greater efficiency, it is necessary to make same procedural improvements in the sale and purchase of tickets.

PROF. N. G. RANGA : All that will come in the Rules to be framed under the Bill.

THE MINISTER OF RAILWAYS (SHRI P. C. SE^{THI}) ; I am thankful to the Hon. Members who have participated in the debate. I think without any exception, as far as the intention of the Bill is concerned, every Hon. Member has supported the intention of the Bill.

Dr. Subramaniam Swamy made the point that after all it is a question of supply and demand and if the demand is more and the supply is less, unless more accommodation is provided, this menace will not come to an end. It is true that the growth of the passenger traffic has been tremendous in the past few years and now almost one crore of people are travelling by train every day. In spite of the

fact that the railways are running a number of trains and the track capacity is fully saturated, the only way out is not to increase the number of trains but to increase the number of coaches by providing greater hauling capacity to the engines or by putting two engines on one train which is being experimented in some of the trains like the Rajdhani Express and the GT Express. Then, we will try it out on other trains. The experiment is on, and then we can increase the number of coaches by 6-7 in these trains. To that extent, some of the main stations will have to lengthen their platforms and action is being taken for that.

Another point which was made specially by Shri Shamanna was that people travel on the roofs of the trains. That is because there is lack of facility of sufficient accommodation, but sometimes I have seen that even if the accommodation is available, people travel on the roof of the train. In order to meet this situation, we have taken a decision that as and when we are in a position to procure more bogies, which we are in the process of doing, we would be attaching one unreserved bogie extra with every train in order to provide accommodation to those who want to travel last minute.

Dr. Subramaniam Swamy made a point that if the officers are conniving in these things, the situation would not improve. Some Hon. Members like Shri Rajan and Shri Shejwalkar have also made this point. In this connection, I would submit that when this Bill was introduced in the Rajya Sabha, there was no specific provision with regard to the collusion of the persons who are working in the railway administration. But on the spur of the moment, after hearing the Members, I introduced an amendment, wherein the collusion of the railway servants

[Shri P. C. Sethi]

has also been included. They would now be liable to punishment for three years rigorous imprisonment and a fine of Rs. 1000/- It was another change that I have made. Earlier, it was a thousand rupees and/or three years imprisonment. I have deleted the word 'or' and now, I have made it three years imprisonment and a thousand rupees fine. Therefore, to the extent possible, we have tried to make it deterrent and we have also included the railway officers.

I am quite hopeful of this measure because recently even before this Act was to be enforced, we started a drive and the drive was started particularly at all the main stations like Bombay, Calcutta, Madras and Delhi. In these drives, we started looking into the slips filled for reservation. Bogus slips were filled by touts who were purchasing these tickets. We visited the houses of those people, and we found that most of the reservations were false and fake. We also started a drive, that if the identity of the person who was travelling was not established, he was treated as ticketless and, therefore, he was being charged. After we started this drive, we have come to the conclusion that as compared to last year, there were 100% more cancellations every day in Bombay. To that extent, there was false booking. And in Delhi, the cancellation as compared to last year, has come to about 60% more per day of the reservation. That itself would show that it is sometimes not the lack of accommodation, that this happens, because many people if they grease the palms of the persons concerned, they get the seat. Therefore, the seats are available. The blackmarketing in tickets and the connivance and collusion of the railway officers make it possible for them to travel by paying extra money.

This is absolutely necessary that this Bill should be passed as it is.

Shri Zainul Basher also raised a similar point, and Shri Shejwalkar also said that. It is true that we are dealing with an Act as old as 1890, and only a change in this will not be good enough; we have to make the other required changes also necessary with the passage of time. I would like to assure the Hon. Members that a separate Committee has been constituted with legal experts and advisers.

We are going into this question of Railway and a comprehensive review of the Railway Act is under process; and as soon as we have completed this review, we would be coming with necessary amendments in the entire Railway Act.

Sir, as was mentioned by Shri Shejwalkar, it is also true that the Railway Act at present provides for a penalty of Rs. 250/- for chain pulling. There is a massive number of chain pulling. Sometimes the vendors who carry milk, some times some other communities engage themselves in this type of alarm-chain pulling practice for getting down at a convenient station of their choice. On the basis of our monitoring such incidents, we have come to the conclusion that at least 50% of the trains are running late on account of the alarm chain pulling. Therefore, an even deterrent punishment is necessary for those who resort to chain pulling. And to that extent we have to change the Rule. Even without changing the rule, if we can enhance the punishment, we have to think about it. Apart from changing the rules and enhancement of punishment we are doing certain things. There are certain sections e. g. between Vidisha and Itarsi or between Gwalior and Morena—where persons resorting to chain pulling generally travel. There are other places also which are prone to this type of alarm chain pulling disease and in those areas we are having ambush raids and with the help of the C.R.P. and the Railway Protection Force we are trying to catch hold of those persons.

engaged in this activity. I may assure the House that with the cooperation of the State Governments, who have been contacted in this matter, we would be able to take effective steps.

SHRI N. K. SHEJWALKAR : But you are having very casual raids. You must pursue the matter more vigorously with persistent raids.

SHRI P. C. SETHI : I admit that.

Shri Samar Mukherjee has pointed out that apart from this menace of false ticket booking, sometimes the tickets are out of print and the passengers are not in a position to purchase the tickets as they are out of stock. Sir, this is a serious matter and needs to be gone into. I have taken a note of what he has said and we would certainly make enquiries and see tickets are provided.

It was pointed by Shri Ramavtar Shastri that sometimes fake tickets are printed by outside agencies and those fake tickets are sold. This is also a matter which has to be gone into.

Sir, I am not aware of the charge that Shri Ramavtar Shastri made with regard to the Chairman of the Cooperative Bank having mortgaged the Patna Station.

SHRI RAMAVATAR SHASTRI : You find out. It is being talked for so many years.

SHRI P. C. SETHI : I am sure that nobody has an authority to mortgage the Station. Even the Railway Minister has not got the authority to mortgage the Railway station.

MR. DEPUTY-SPEAKER : What is the source of his information ?

SHRI RAMAVATAR SHASTRI : My source of information, you will

know from the Supreme Court judgment. But nobody is denying that. He said he has no knowledge, but he is not ready to say that it is wrong.

SHRI P. C. SETHI : Without ascertaining the facts, it would not be proper for me to say no.

श्री रामावतार शास्त्री : इतने साल हो गये हैं, अभी एसरटेन नहीं हुआ है। यह तो बहुत दिनों की बात है। Gandhi Maidan was also mortgaged.

SHRI P. C. SETHI : That is why I have said that I have taken note of what he has said and we would certainly take care of this.

Shri Patil and Shri A. T. Patil have also made some points. Shri A. T. Patil, who was the last speaker has made a point that the procedure for the booking of tickets etc. should be changed. And a suggestion was made by Shri Shamanna that for emergency purposes one or two seats or four seats should be left vacant for the persons who can produce a bona-fide certificate of the difficulty in which he is wanting to travel on an urgent case and that should be looked into. In this connection, I would like to bring to the notice of the Hon. Members that recently we have started one experiment that whatever the waiting passengers are there on the list, we take them on sitting accommodation basis. We have provided a block in every train. And at least 8 to 14 passengers are taken in that block. We do promise them sitting accommodation ; and this list is handed over to the person who is travelling in the train as Ticket Examiner. As and when any seat falls vacant, in the order of priority of that list, he has to provide them seats, and not provide seats according to his sweet will. And this experiment has, to some extent, succeeded. Now some passengers,

[**Shri P. C. Sethi**]

at least 4 or 5 of them, do get seats while in travel.

I will also try to find out whether we can leave a few berths for such emergency travels; but in that case, it may be, it could be a source of another racket, as has been pointed out by another Hon. Member.

By and large, therefore, I would say that the measures which are being adopted by the change of this Act would go a long way in meeting this menace.

SHRI RAMAVATAR SHASTRI: What about forcible occupation of berths?

SHRI N. K. SHEJWALKAR: Do you want to do anything about forcible occupation of berths?

SHRI P. C. SETHI: With regard to forcible occupation, the only thing that we can do is to provide an adequate force, in order to check this forcible entry on certain sections and routes, wherever this menace is there.

MR. DEPUTY-SPEAKER: One suggestion from the Chair.

SHRI P. C. SETHI: Most welcome, Sir,

MR. DEPUTY-SPEAKER: Whenever anybody applies for a long-distance ticket costing more than Rs. 100/- per ticket, why can't you introduce a photograph system, like the one we have for pass-ports? When they apply, they will apply with a photograph of that passenger. After 2 or 3 days, he will come back. You can get the copy of the photograph, and put it there in the ticket itself. And that ticket will be given to him. It cannot be exchanged by any individual, under any law; and nothing can be done. Why can't you have this? As an experimental measure, you can try it.

SHRI P. C. SETHI: I am very grateful to you, Sir. The suggestion has come from the Chair; and when I am saying that all the suggestions made by the Hon. Members will be certainly attended to, your suggestion would certainly be examined.

SHRI N. K. SHEJWALKAR: I have a suggestion; instead of the photographs, signatures can be had.

MR. DEPUTY-SPEAKER: Any body can forge the signature. Photographs cannot be forged. It is not possible. I have suggested—as we do for passports.

SHRI SATYASADHAN CHAKRA-BORTY: As the Hon. Minister has said, this is basically a problem of demand and supply. True; an artificial demand is also made. But what are you thinking about double-decker trains which will be able to utilize the present tracks? And the capacity will be double. Have you made any progress in this matter?

SHRI P. C. SETHI: The double-decker has been experimented. When Mr. Dandjivade was the Railway Minister, it was introduced in certain sections. In certain areas if we use the double-deckers, the tunnels and other things will have to be altered. So, we are trying to locate the routes where these double-deckers can be used. Wherever they can be used, we will do that. But in the meantime, instead of double-deckers, we are trying to double-head the engine, i.e. double-head the train; and thereby increase the capacity.

MR. DEPUTY-SPEAKER: The question is;

"That the Bill further to amend the Indian Railways Act, 1890, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER : Now the House will take up Clause-by-Clause consideration of the Bill.

The question is :

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

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. DEPUTY-SPEAKER : The question is :

"That Clause 1, Enacting Formula and Long Title stand part of the Bill."

The motion was adopted.

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

SHRI P. C. SETHI : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY-SPEAKER : The House stands adjourned to meet tomorrow at 11 A.M.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 28, 1982/Vaisakha 8, 1904 (Saka)