

711. [Transferred to the 25th June, 1980].

**Blackmarketing of tickets by the staff of Shipping Corporation of India**

712. DR. BHAI MAHAVIR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the complaints of black-marketing of tickets for journeys between Port Blair and Madras as well as Calcutta against the staff of Shipping Corporation of India;

(b) if so, what steps are being taken to stop this practice;

(c) whether it is also a fact that in every ship twenty to hundred passengers are carried in excess of capacity and they are charged extra under threat of penalty; and

(d) if so, whether new and better ships are proposed to be provided for service connecting the mainland with the islands to end these malpractices and solve the difficulties of the public?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):**

(a) and (b) The Shipping Corporation of India Limited had received a few complaints in the past against its staff about blackmarketing of tickets for journeys between Port Blair and Madras/Calcutta. These complaints were investigated by the SCI with the help of Andaman Administration but they were found baseless. However, except during holiday season, the full capacity of the ships deployed on Andaman service is not utilised and, therefore, the question of black-marketing, if any, does not arise during major part of the year.

(c) and (d) Three vessels viz., M. V. Andaman, M. V. Nancowry and M. V. Harsha-Vardhana are deployed on Andaman service. Normally, these vessels adequately meet the passenger traffic requirements of the service. However, during vacation

period (Mid-April to end June), there is usually heavy rush and to clear this, permission from the Mercantile Marine Department of D. G. Shipping is obtained to carry extra passengers over and above the prescribed passenger capacity for these vessels for specific voyages. In view of this position, there is no proposal to introduce new ships on this service.

**Running of special trains to South**

713. DR. BHAI MAHAVIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that two special trains were started on 12th May, 1977 from Cannanore to Ernakulam and from Palghat to Ernakulam and back to clear the extra rush due to the visit of Shri Balasahab Deoras, Sar Sangh Chalak of R.S.S.;

(b) whether it is also a fact that, by running two special trains on the 12th May, 1977, there was an additional earning of Rs. 26861.45 to the railway administration;

(c) whether it is also a fact that on the 20th January, 1979, a special train was run from Shoranur to Tellicherry and back and there was an additional earning of Rs. 14,464/30 on this account;

(d) whether it is a fact that unlike previous practice, this time, the R.S.S. were asked to submit necessary application for special trains, requisitioned to full tariff rate for similar occasion on 15th and 16th February, 1980; and

(e) if so, what are the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) and (b) Yes.

(c) Yes. Shoranur-Tellicherry special yielded an earning of Rs. 14364.80.

(d) and (e) It is the practice on the railways that special trains are run on railway convenience only

when extra rush could not be cleared by normal train services and even by attaching extra coaches. Even in January, 1979, it was agreed with the representative of Rashtriya Swayam Sevak Sangh that the special train would be run on full tariff rates but could not be enforced due to very little time being available. In February '80 the party was advised to fulfil the formalities well in time but did not do so and the special train was not run.

#### Auction of scrap material's at railway depots

714. SHRI BISHAMBHAR NATH PANDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at all Indian Railway depots scrap material worth crores of rupees is being sold through public auction;

(b) if so, what is the quantity sold and the auction money realised

(b)

during the last three years year-wise; and

(c) whether some social workers from Jhansi had made a suggestion to the Railway Minister in 1977-79 that this scrap material should be used in the Railway workshops for producing necessary parts like cast iron sleepers etc.?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Scrap arising on the Railways are utilised by the railways themselves to the maximum extent. The items which cannot be utilised by railways and the surplus quantities left over after maximum utilisation and after meeting the requirements of Government Departments and Public Sector Undertakings are disposed of by public auction[tender].

	1977-78		1978-79		1979-80	
	Quantity	Value	Quantity	Value	Quantity	Value
Scrap . . . . .	275153 M/T	Rs 39.47 Crores	281595 M/T	Rs. 55.80 Crores	186763 M/T	Rs 48.62 Crores
Condemned Rolling Stock . . . . .	5994 Units		4573 Units		4825 Units	

(c) Yes. References were received from Shri G. P. Sharma, Secretary, Citizen's Relief Committee, Jhansi in November, 1975 and June, 1977 and he was advised that only such scrap which cannot be utilised by the railways, is sold by auction.

#### Detachment of a bogie from 84 Dn. Delhi-Varanasi Express

715. DR. BHAI MAHAVIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway station authorities can cancel

any train or detach any bogie from any train and at any time;

(b) whether it is also a fact that on 17th May, 1980, a 2nd Class two-tier bogie No. 4540 attached to 84 Dn. Delhi-Varanasi Express was detached from the train just before the train was to leave, while passengers already had their booking in the bogie;

(c) if so, what were the reasons for detaching the said bogie without any prior notice; and

(d) what action Government propose to take in such cases so as to