

जो अंग्रेजी नहीं समझ पाते हैं, जैसे मैं हूँ। इसलिये अच्छा हो कि आप दोनों भाषाओं में बोलें।

श्री भूपेश गुप्त : ठीक बात बोलिये, चाहे हिन्दी में बोलिये या अंग्रेजी में बोलिये।

श्री हेमवती नन्दन बहुगुणा : जो हमारे यहां का तीका है बहुत दिनों से, वह विचार करने के योग्य है। मैं स्वीकार करता हूँ कि हमारे फाइनेंशियल इंस्टीट्यूशन्स जो लोन देते हैं और बोर्ड आफ डाइरेक्टर्स बैठ जाते हैं, तो चाहे बैंक हो या दूसरे फाइनेंशियल इंस्टीट्यूशन्स हों, उन के डाइरेक्टर्स कतई इस बात की परवाह नहीं करते और न उन में ऐसी सलाहहत होती है कि वह देखें कि काम ठीक से चल रहा है या नहीं चल रहा है। यह परम्परा बहुत दिनों से चली आ रही है। मैं स्वयं मानता हूँ कि जो बैंक के डाइरेक्टर्स बैठते हैं वह अगर सचेत हों तो उन का बुरा हाल न हो। बंगाल केमिकल को फाइनेंशियल इंस्टीट्यूशन्स से मदद 72-73 में मिल रही है और उसका हाल बुरा होता चला गया और यह डाइरेक्टर्स फीस लेकर आते जाते रहे और जब गवर्नमेंट ने एक जांच बैठाई तो जांच समिति ने कहा कि यहां मैनेजमेंट में घपला है और यह हम मानते हैं कि घपला हुआ है। इस लिये जो डाइरेक्टर्स हैं उन्होंने घपला किया है या नहीं यह मैं नहीं कह सकता, पर घपला रोकने में यह फाइनेंशियल इंस्टीट्यूशन्स असमर्थ रहे हैं और यह काम वे नहीं कर पाये। इसलिये हम सोच रहे हैं कि जो हमारे डाइरेक्टर्स हैं उनकी वावत, कैसे उनका और ज्यादा ठीक काम करने की तरफ ध्यान आकृष्ट किया जाय, इसके लिये क्या कदम उठाये जा सकते हैं।

जहां तक डैप्सन का सवाल है, माननीय सदस्य ने आज मुझे बतलाया है। मैं इस सूचना के लिये उनका अनुगृहीत हूँ और मैं आश्वासन देना चाहता हूँ कि बंगाल केमिकल्स में जो चीज बन सकती है उसके बनाने के रास्ते में हर कावट को दूर करने की हम चेष्टा

करेंगे और अगर यह वहां बन सकती है तो उसे बाहर से लाना हमारे लिये अनिचित होगा, मैं इस बात को स्वीकार करता हूँ। लेकिन अगर दोनों सवाल जो माननीय भूपेश गुप्त जी ने छपवा कर, टाइप करा कर सभी माननीय सदस्यों को दिये हैं, अगर वह मुझ को मिल जाय तो मैं उन का अनुगृह मानूंगा।

श्री जगजीत सिंह आनन्द : मैं आपको देता हूँ।

SHRI BHUPESH GUPTA: Sir, we have laid a list of supplementaries on the Table of the House.

Theft in a running train

'383. SHRI Ng. TOMPOK SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaint regarding occurrence of a theft in the Srinagar Express between Ludhiana and Ambala on the night of the 11th November, 1978;

(b) if so, what action has been taken to trace out the culprits who are alleged to have connections with the Train Conductors; and

(c) what steps Government propose to take to stop such thefts on the running trains?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) Yes Sir.

(b) The complaint has been forwarded to Government Railway Police, Patiala, (Punjab) for necessary action. The matter is under investigation. Action will be taken against the staff, if found involved in the crime.

(c) Though the responsibility of ensuring the safety and the security

of passengers lies with the Government Railway Police functioning under the administrative and disciplinary control of the State Governments, the following steps were taken by the Railways in conjunction with the State Governments.

1. All important night passenger trains are being escorted by armed RPF and GRP guards.
2. Plain clothed staff of GRP have been deployed on trains to keep a watch over the activities of criminals indulging in such crimes.
3. Intensive drives and raids are organised by the GRP to apprehend culprits.
4. Supervisory staff of the GRP and RPF conduct surprise checks in trains for supervision over armed escorts.

SHRI Ng. TOMPOK SINGH: All the arrangements that you have so far made have proved to be ineffective. May I, therefore, suggest to the hon. Minister the desirability and advisability of setting up a high power committee to review and overhaul the present security arrangements of railway passengers in running trains in order to improve the system? Secondly, may I know whether another similar case of theft affecting important persons like journalists and others who were bound for Jaipur on the 16th night has come to the notice of the Government, and, if so, what action has been taken in the matter? Thirdly, Sir, may I know whether the Government contemplates to compensate the losses suffered by way of thefts in running trains by railway passengers during the course of their journey in train?

PROF. MADHU DANDEVATE: Sir, the original question is a specific question about a theft committed on a train on a specific date. I do not know whether the question can be expanded into a general one. However, taking it for granted that you have permitted this generalisation of the question, I would like to reply to all

the three queries that he has made. Firstly, he wants to know whether the Railways propose to set up a high-power enquiry committee to go into all such problems of thefts and all that. It is not the desire of the Railways to set up any high-power committee because it will only delay the problem as the dacoits and the robbers would not wait till the completion of the proceedings of the high-power committee, it would be more desirable to take prompt action rather than set up any high-power committee for this purpose. Therefore, the step that we have taken—we have taken certain concrete steps in this direction—which have helped in reducing the number of such theft and dacoities and I am very happy to state this. No doubt, there are some cases of thefts, robberies and dacoities but the number has come down. As it is the detection of such crimes is exclusively the jurisdiction of the Government Railway Police force functioning under the State Government. We have decided that in addition to the GRP force, some members of the RPF also will be on duty so that there is a joint escort. In addition, GRP personnel in plain dress will also be supervising to check such crimes on the trains and to help early detection of such crimes. Further, we have also made a provision for the supervisory staff of GRP and RPF. To conduct surprise checks and see whether the escort is functioning all right or not and I am sure that these steps will be able to produce some results. During the last few months, the frequency of such crimes has also come down. As far as the question of compensation is concerned, it is our constant effort to see that, though no compensation is offered when some luggage etc. is lost as a result of that or a robbery or dacoity, we make concerted effort to recover the luggage etc. and once the booty is recovered, quick return thereof is arranged. The statistics show that a considerable portion of the stolen luggage etc. has been recovered and handed over to the persons who had suffered the loss.

DR. RAFIQ ZAKARIA: Sir, I would like to know from the hon. Minister whether he has taken any steps to find out when such theft take place, that there is some kind of a collusion between some of the Railway staff members and the thieves. In this particular case, as far as my information goes, the RPF Guard and the Conductor were not present in the compartment at the time of the incident and as far as I know, despite repeated efforts of the lady concerned, no action has been taken by the Government. Secondly, Sir, I would also like to know from the hon. Minister whether the Conductor who was informed about the incident at the next Railway Station, lodged any complaint in this regard. If so, what are the facts thereof and what action will the Government take against the Conductor for this gross negligence on his part. As far as the compensation is concerned, the Minister has already given rather an unsympathetic and unhelpful reply because, Sir, the persons were caught for their carelessness and negligence or a deliberate attempt on their part to allow these thieves to come, especially in the ladies' compartment. Therefore, some machinery by the Railway Ministry is certainly called for. On these lines, I would like to know from the Railway Minister while he has listed so many measures that he has taken—and I have all the appreciation for the many good steps in improving the Railways that the Minister has taken—what measure he is going to take with regard to this particular aspect of collusion taking place between the Railway staff and the thieves. The Minister was silent about it.

PROF. MADHU DANDAVATE: As regards collusion between the staff and the dacoits or robbers or thieves, whenever we are able to detect such a collusion between the staff and the thieves, we have taken prompt action...

DR. RAFIQ ZAKARIA: But this has happened in this case.

PROF. MADHU DANDAVATE: Please have little patience if you have 110 objection. It is very good that you have pointed out this specific instance and that is why I want to inform the House that in this particular case there was a *prima facie* case of negligence not of Conductor, not of the Attendant, but it was the TTE who was responsible as it is the TTE who is responsible for the 2-tier and 3-tier compartments and now it was found out that when the lady concerned, Mrs. Gayatri Devi, lodged the complaint, it was the duty of the person in charge, that is, the TTE on duty who ought to have got down at the next halt and registered a complaint with the GRP. Only when the train reached the New Delhi station, he recorded the complaint. The Railway Administration considered this as a *prima facie* case in regard to his failure, and therefore, we have immediately suspended that TTE. We are also initiating an enquiry into this matter and the final disciplinary action will be taken after the enquiry is complete. In the meantime, he stands suspended.

श्री हरि शंकर भाभडा : मान्यवर, मैं मंत्री महोदय से पूछना चाहता हूँ कि उन्होंने अपने वक्तव्य में जिन सुरक्षा व्यवस्थाओं का जिक्र किया है वे व्यवस्थाएँ इस घटना के पहले ही कर दी गई थीं या इस घटना के बाद में की गई? यदि इस घटना के पहले से ये व्यवस्थाएँ लागू हैं तो मंत्री महोदय स्वयं इस बात को समझते होंगे कि इन व्यवस्थाओं में कहां कमी है। इसलिये मैं मंत्री महोदय से जानना चाहता हूँ कि उसके लिये अतिरिक्त व्यवस्था और क्या करने जा रहे हैं।

प्रो० मधु दण्डवते : मान्यवर, इस सदन में मैंने कई मर्तवा यह जानकारी दी कि जो योजनाएँ हम लोगों ने बनाई हैं वे इस घटना के होने के बाद नहीं बल्कि खंड मशीनों पहले जबकि साउथ वाउंड ट्रेन पर हमले होते थे उस वक्त ये योजनाएँ हम लोगों ने बनाई थीं। मैं सदन को यह भी बताना चाहता हूँ कि 1976 में कृपाल

सिंह कमेटी मुकरर हुई थी। उसने कई विचारों की थीं। लेकिन उन पर अमल करने के बाद भी परिस्थिति में बहुत तबदीली नहीं आई इसलिये हमने नई योजनाएं बनाईं। चंद महीनों पहले ये नई योजनाएं बनाने के बाद और अन्य प्रबन्ध करने के बाद हम लोगों को तजुर्बा यह रहा कि डकैतीज, रोबरीज और थैफ्ट्स जो हुई उनकी संख्या काफी कम हुई है लेकिन फिर भी हम संतुष्ट नहीं हैं। जब तक इस प्रकार के संकट पूरी तरह से खत्म नहीं होते तब तक हमें संतोष नहीं होगा। माननीय सदस्य ने जो सुझाव दिया और अन्य सदस्यों ने जो सुझाव दिये उनकी तरफ ध्यान रखूंगा और अपनी मशीनरी को ज्यादा प्रभावशाली बनाने की कोशिश करूंगा।

SHRI N. K. P. SALVE: Sir, so far as the intention of the hon. Minister is concerned in wanting to check and curb the growing menace of thefts and crimes on the Railways, one would not be justified in doubting it. But Sir, implied in his answers is a concession that there is collusion between the Railway staff and these criminals who commit all sorts of crimes on the Railways, including the wagon-breakers and the looters. Though there may be a decline in the crimes. I am sure, the hon. Minister is aware that there are certain routes on which travel is extremely dangerous still. Specially, so far as the ladies and children are concerned, one would be scared to allow them to travel in the night by themselves. The state of affairs is far from happy. People who are in the know of things were complaining to me that two things happen connected with the crimes. Firstly, those who collude with the Railway officials vis-a-vis these crimes...

MR. DEPUTY CHAIRMAN: Please put the question.

SHRI N. K. P. SALVE: My question is this. Whenever such crimes are committed, is it true that these criminals, firstly, manage to get bails very easily because they are governed by

laws under which getting bail is very easy? Then, after getting bail, they tamper and tinker with the evidence and, ultimately, they are let off. If this is so, would you consider making these offences, firstly, non-bailable? My second question, arising out of it, is: is the ordinary punishment enough. Why not such types of crimes on the Railways which threaten the life and the safety of the travelling public be treated on par with sabotage and arson? Deterrent punishment should be provided to those who commit the crimes and those who collude with them. Many I know the views of the hon. Minister on this?

PROF. MADHU DANDAVATE: Sir, firstly, let me make the position very clear. I did not make a general statement that the Railway staff is already in collusion with the dacoits, robbers and thieves. I made a very categorical statement that whenever we find that in a specific instance we find there is collusion between the staff and the robbers, thieves and dacoits, in that specific case, we try to take action. So, I do not want to make a general statement. There are 17 lakhs of employees and if I were to make a general statement that there is a collusion between the staff and the thieves and dacoits, I think it will be a very uncharitable remark against the railway employees.

SHRI N. K. P. SALVE: I said, it was implied that when the crimes are committed, they are committed in collusion with the railway staff.

PROF. MADHU DANDAVATE: I am happy that the tone and substance of the question is changed. Whenever we find that there is a collusion and it is established that there is a collusion and there is a prima facie case, in that case action is taken. A departmental enquiry is also made.

As far as punishment and bailable offences are concerned, whether in a particular crime the bail is to be allowed or not, that cannot be the concern of the Railway Ministry at

all. We have to function under the existing judicial system. Therefore, under the system, being what it is, it would not be proper to say immediately that bail should be disallowed altogether. If that particular suggestion which the hon. Member has given is enforced and implemented, there is every possibility sometimes of even an innocent person, because of some vindictive action of some rivals, being brought to a court of law and the bail which is possible for the court to allow now, being refused if the new provision was to be adopted. In that case, the innocent people are likely to suffer and that is against the very basis of law that if a guilty person goes scotfree it does not matter but no innocent man must suffer. Therefore, that being the basis, we do not want to tamper with the law.

SHRI ANANT PRASAD SHARMA: Sir, the hon. Minister has said in reply to Mr. Zakaria that the staff who was informed about this complaint was responsible for not recording the complaint with the police at the next station. May I know from the hon. Minister whether he is prepared to issue instructions to all the railway administrations that for recording such complaints at the next station, the train should be detained, because without detaining the train, it is not possible to record the information at the next station?

PROF. MADHU DANDAVATE: Sir, the import of the question is not correct for the very simple reason that that particular crime was committed at Ludhiana station. Till the train reached New Delhi station that crime was not recorded at all. There are a number of halts on the way where the train stops for a considerable time. And it is not that that particular person must give all the details, but he can keep them ready in writing and hand them over at some station to the GRP. That was not done.

SHRI ANANT PRASAD SHARMA: For that, some amount of detention is necessary. My simple question is

if detention of the train is necessary for this purpose, will he issue necessary instructions to the Railway administrations?

PROF. MADHU DANDAVATE: He is unnecessarily getting excited.

AN HON. MEMBER: He is a union leader.

PROF. MADHU DANDAVATE: I also tread on trade union background, but I do not want to cover up any crimes. I wish to make it clear that as far as general instructions are concerned, they are already there. In this particular case, because there is a reference to a particular crime, even a person who has failed in his duty has admitted that there is a prima-facie failure on his part, and if he admits that there was a mistake, I do not know why the hon. Member is trying to support that.

SHRI ANANT PRASAD SHARMA: I am not trying to support him. I am only asking for administrative instructions.

Change in the time schedule of the Flying Mail

*384. SHRI LAKSHMANA MAHA-PATRO:

SHRI JAGJIT SINGH
ANAND: f

SHRI LADLI MOHAN NIGAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the time schedule of the Flying Mail between Amritsar and New Delhi was changed recently after 25 days of the introduction of the new time table on the Northern Railway;

(b) whether additional halts have been provided between Karnal and New Delhi leading to prolongation of the total journey time of the train by more than half an hour; and

†The question was actually asked on the floor of the House by Shri Jagjit Singh Anand.

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

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir.

(b) No, Sir.

(c) The train was losing time due to its crossings with suburban trains on Panipat-Narela single line section and thus arriving late into Nizamuddin. In order to improve the performance of the train, its timing was slightly revised with effect from 25-11-1978.

SHRI JAGJIT SINGH ANAND: Sir, I was at the railway station on 30th November. According to the Station Superintendent there was no change of time. According to the enquiry, the delay was of 35 minutes, i.e. from 9.05 to 9.45 hrs., and they were saying that it is a permanent delay. They named the stations also at which the delay will occur in future periods, i.e. Smalkha and Garonda. I talked to the hon. Minister earlier also. Here is a train called the Amritsar Flying Mail. When it was started it had half the number of stoppages. This is the only day-time fast train between Amritsar and Delhi and there is no other train. There is another train which does not serve second class passengers mostly because it is de lux air-conditioned. Now, this is Flying Mail. It already takes lot of time. Will the hon'able Minister assure the House that no further stoppages will be allowed? Already the stoppages are Karnal, Panipat, Sonapat, Sabzimandi and Delhi. Will he assure the House that no further stoppages in the last leg of 75 miles will be allowed as otherwise, the entire purpose will be killed?

PROF. MADHU DANDAVATE: To put the record straight, with the original time table, in 24 days the train lost time nine times. One of the reasons was that because of the high density of suburban traffic on Panipat

and which is single line section, there are a number of crossings. In such cases where there are number of crossings if a train is delayed a little then the crossing have to be arranged at stations which are not supposed to be the prescribed scheduled halts for that particular train. We are already going in for the doubling of the Sabzimandi and Sonapat section. I am sure the difficulty which the hon'ble Member is facing will be eliminated when on this particular route doubling is completed. When the doubling takes place, with the revised time table, there will be no loss of time at all. I am very happy to announce to the House that after the introduction of the revised time table in 16 days the train had lost time only once. That is, practically its punctuality was 99 per cent. I hope and trust that after this doubling of track which I mentioned, there will be no difficulty at all.

SHRI JAGJIT SINGH ANAND: My second question is specific. They have already delayed the train by 35 minutes by revising the time table 25 days after the new time table was introduced on 1st November, 1978. He says that after delaying the train for 35 minutes between Panipat and Delhi it lost time only once. He has achieved wonderful result. It speaks volumes for efficiency. My specific question is, will he see to it that no more halts are provided between Karnal and Delhi than the halts that were already there when the timetable was introduced on 1-11-78?

PROF. MADHU DANDAVATE: There are two aspects. It is true that at the time of preparing the new time table from 1-11-78 this aspect ought to have been taken into account. But if it was taken into account later, i.e. after the introduction of the new time table it is better late than never. And, therefore, on the basis of the experience the time table has to be changed.