

MR. SPEAKER: He has answered it. That is all.

SHRI UMANATH: If he says, yes or no, I have no objection, I can understand it. But my question has not been answered. I asked whether any investigation was undertaken to determine who these 'reliable sources' were as stated by Mesars Amin Chand Pyare Lal.

SHRI P. C. SETHI: The Sarkar Committee has gone into all the aspects. I have already replied to it. Beyond this, it is not possible to say.

श्री रवि राय: इस सदन में कई बार मंत्री महोदय ने कहा है कि श्रीमं चन्द प्यारे लाल ने इम्पोर्ट पालिसी में जो नियम दिये हैं, उनका उलंघन किया है, इसलिये उनको ब्लैक-लिस्ट किया गया है। मैं जानना चाहता हूँ कि अब क्या स्थिति है, क्या उनको फिर कोई लाइसेन्स दिये गये हैं? दूसरे—सरकार कमेटी की मुख्य सिफारिशें क्या हैं तथा सरकार उन पर क्या कार्यवाही कर रही है?

श्री प्र० चं० सेठी: जैसा मैंने पहले कहा है कि 7-5-1966 को उनकी जिन कम्पनियों को बैन किया गया था, वे अभी तक बैन हैं। जहाँ तक एक्सचेंज वायोलेशन का ताल्लुक है—इस मामले को रिजर्व बैंक को सौंपा गया था और उन्होंने सी० बी० आई० को रेफर किया है जो प्रागे इन्वेस्टिगेशन कर रहे हैं।

श्री रवि राय: सरकार कमेटी की मुख्य सिफारिशें क्या हैं और उनके बारे में सरकार क्या कर रही है?

श्री प्र० चं० सेठी: इसके बारे में रिजर्व बैंक को रेफर करने के अलावा और कोई खास सिफारिश नहीं है।

रेलवे उपकरणों की चोरी

+

* 783. श्री प्रकाशवीर शास्त्री:

श्री शिबकुमार शास्त्री:
क्या रेलवे मन्त्री यह बताने की कृपा

करेंगे कि:

(क) रेल गाड़ियों में रेलवे उपकरणों की चोरियों को रोकने के बारे में क्या प्रगति हुई;

(ख) क्या यह सच है कि चोरियाँ विशेषतया अन्तिम (टर्मिनल) स्टेशनों पर की जा रही हैं; और

(ग) क्या सरकार को मुगल सराय स्टेशन पर बड़ी संख्या में मालगाड़ी तथा यात्री गाड़ियों में होने वाली चोरियों को रोकने में सफलता मिली है?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) Every effort is being made in this respect, as a result of which there has been some improvement in the position.

(b) The losses occur both at terminal stations and on running trains.

(c) Yes, Sir.

श्री प्रकाशवीर शास्त्री: मैं यह जानना चाहता हूँ कि सरकार ने क्या इस बात की जानकारी ली है कि किन-किन क्षेत्रों में विशेष रूप से रेलवे के सामान की चोरियाँ हो रही हैं, और क्या उसमें कुछ विभागीय कर्मचारी भी सम्मिलित पाये गये हैं? यदि हाँ, तो मैं यह जानना चाहता हूँ कि पिछले तीन वर्षों के प्राप के पास कुछ इस प्रकार के घांफड़े यदि न हों तो एक वर्ष के ही घांफड़े बीजिये कि कितने रेलवे के सामान की चोरी हुई, कुल मिलाकर कितना सामान चोरी गया?

SHRI PARIMAL GHOSH: Most of these thefts are taking place at interchange points and also at the terminal stations. These things are very much pronounced in the Eastern Railway as well as in the North-Eastern Railway. It is also a fact that a large number of railway staff and RPF men are also involved. In 1966, the total, in the case of dynamo belts worked out to 17,261 and in 1967 it was about 15,914; in the case of electric bulbs it was 89,520 and 126,527 respectively.

श्री प्रकाशवीर शास्त्री : मालूम पड़ता है मैं अपने प्रश्न को पूरी तरह से समझा नहीं पाया। मैंने यह जानना चाहा था कि पिछले तीन वर्षों में कुल मिला कर जो रेलवे के सामान की चोरियां हुई हैं विभाग ने कुछ इस प्रकार के झांकेड़े एकत्रित किये हैं, यदि तीन वर्षों के माहौल तो एक वर्ष के ही बतायें, ताकि सदन को जानकारी मिल सके कि आपके विभाग के कितने करोड़ रुपये का सामान चोरी हो रहा है जिसको रोकने में आप असफल हो रहे हैं। श्रीर. बूसरे के जेले मुगल सराय स्टेशन के ऊपर कितनी चोरी हुई है, उसको रोकने में कहां तक आपकी सफलता मिली है। श्रीर. भक्तिष्य के लिये इस प्रकार के उपाय कौनसे हैं जिन से चोरी पर कुछ नियंत्रण किया जा सके ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): As regards the theft of railway equipment, the net loss to the railways in 1966 was about Rs. 17.99 lakhs, in 1967 it was Rs. 17.91 lakhs and in 1968, for nine months up to September, it was about Rs. 13.22 lakhs. This was the net value of the property lost due to thefts of railway equipment. The total number of persons arrested was 1907 in 1966, 2036 in 1967 and 1215 up to September, 1968, out of whom railway employees numbered 325 in 1966, 279 in 1967 and 92 in 1968 up to date. Apart from them, the RPF men numbered 8 in 1966, 2 in 1967 and 3 in 1968 up to date.

SHRIMATI SUCHETA KRIPALANI: What percentage of the thefts occurred in the workshops ?

SHRI C. M. POONACHA: I do not have separate figures. But I would like to enlighten the House with another set of figures. This relates to the number of persons arrested under the Unlawful Possession of Railway Property Act, which came into force after 1st April, 1968. These are cases registered against persons who were detected to have been in possession of railway property unlawfully after the Act came into force, and under that Act, about 4880 arrests have been made; the number of railway employees involved was 696 railwaymen and 71 railway protection force people. We do not have separate figures for the workshops.

SHRI PILOO MODY: I have heard that two locomotives have totally disappeared from somewhere in western India. I would like to know whether the hon. Minister has any information to give on this particular matter.

SHRI C. M. POONACHA: I wish that my hon. friend would give me precise information. If he says that somewhere some locomotive has gone away out of sight, we shall not be able to answer it.

SHRI HEM BARUA: In view of the fact that railway equipments are pilfered with impunity and even mirrors and electric switches are removed from the compartments, may I know whether the officers or the employees of the railway who are responsible for looking after these properties are brought to book for neglecting their duties?

SHRI C. M. POONACHA: Cases are registered, the police investigate the cases and the persons concerned are arrested and punished.

SHRI HEM BARUA: I did not mean that. There are some railway officers who are responsible for looking after the security of this equipment. What steps have been taken against them for neglecting their duties?

SHRI PARIMAL GHOSH: The railway officers are not precisely responsible for the security. For that purpose there is the Railway protection force as well as the Government Railway police. The moment such things come to the knowledge of the Railway Protection Force, they in turn report it to the police and investigation is done.

SHRI HEM BARUA: Who controls the security force?

SHRI SRADHAKAR SUPAKAR: We find that a lot of railway equipment is lost and stolen probably on account of the fact that they are not sufficiently guarded at the terminal stations. May I know whether Government have taken sufficient precautions to see that sufficient protection is there to guard against thefts of equipment from trains at the terminal stations?

SHRI PARIMAL GHOSH: Necessary arrangements are being made now in that behalf.

श्री हुकमचन्द कछबाय : सभी मंत्री सहोदय ने बताया कि जहां से छद्मान जाता है और जहां उतरता है वहां चोरी होती है। लेकिन ऐसे भी बहुत से केस हैं कि जो यात्री ट्रेन में चलते हैं उन्हें लूटा जाता है, उनकी जेब काटी जाती है, उनका सामान चोरी किया जाता है और उनके लिये आपने कोई व्यवस्था नहीं की। जैसे उदाहरण के लिये मुगलसराय में पंडित दीनदयाल की हत्या की गयी। मारपीट भी होती है। तो मैं जानना चाहता हूँ कि इस प्रकार के केस गाड़ी में न हों इसके लिये गाड़ी के अन्दर पुलिस की व्यवस्था करने का आप विचार रखते हैं ?

SHRI PARIMAL GHOSH: Some of the long-distance trains where these kinds of things are suspected to take place. . .

SHRI HEM BARUA: The long-distance trains also do not have electric bulbs in the compartments.

SHRI PARIMAL GHOSH: Such trains are being escorted by Armed Police.

श्री हुकमचन्द कछबाय : अध्यक्ष महोदय मैं जानना चाहता हूँ कि सुरक्षा का क्या प्रबन्ध सरकार करने का विचार कर रही है ?

MR. SPEAKER: He says that all trains are guarded.

श्री हुकमचन्द कछबाय : किसी गाड़ी में नहीं चलते हैं। मैं काफी गाड़ी बदलता हूँ। यह कह कर मंत्री जी सवाल को न टालें। जब आपको लूटेंगे तब आपको मालूम पड़ेगा।

SHRI M. B. RANA: What are the duties of the conductors and attendants in the first class compartments or air-conditioned compartments in regard to prevention of thefts from the compartments, and how far are they responsible in that regard?

SHRI PARIMAL GHOSH: Normally, the duties of the conductor are to look after the comfort of the passengers, to find out seats for them and also if any complaint is received to see that the complaint is passed on to the appropriate authorities.

SHRI SHIVAJI RAO S. DESHMUKH: The question was about the duties of conductors and attendants as regards thefts in railway compartments.

MR. SPEAKER: He asked about the duties of conductors.

श्री सरजू पांडेय : सभी स्थानीय मंत्री जी ने बताया है कि रेलवे में काफी चोरियां हो रही हैं और प्रार० पी० एफ० के लोग जब से रेलवे की सुरक्षा के लिए रखे गए हैं, बहुत सारे लोगों का ऐसा विश्वास है और यह बात सही भी है कि यह प्रार० पी० एफ० के लोग तमाम स्थानीय गुंडों से मिल कर रेलों में चोरियां कराते हैं, तो क्या इसके लिए सरकार कोई खास कदम उठा रही है जिससे रेलवे में चोरियां रोकी जा सकें ?

SHRI PARIMAL GHOSH: As I have already stated, in some of the cases railway people are involved. But it is not a fact that after the RPF has been introduced, the number of cases has gone up.

Central Industrial Projects

- +
* 786. SHRI SHARDA, NAND;
SHRI J. B. SINGH;
SHRI KANWAR LAL GUPTA;
SHRI ONKAR SINGH:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the names of the Central Industrial projects which are under construction or expansion;

(b) the total amount needed for completing them and the amount to be spent during this year;

(c) whether it is a fact that no new projects will be taken up unless the old projects are completed; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RAGHUNATH REDDI): (a) and (b).