

during the Second Five Year Plan period?

Shri Karmarkar: I have no idea myself at the moment, but if the hon. Member gives notice, I shall look into it.

Shri Braj Raj Singh: Then who will have it?

Robberies on Indian Railways

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*1356. { **Sardar Iqbal Singh:**
Shri Daljit Singh:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 817 on the 25th August, 1958 and state the steps taken to prevent incidence of thefts and dacoities on running trains?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): A statement is placed on the Table of the House. [See Appendix V, annexure No. 123.]

Sardar Iqbal Singh: May I know the number of cases which have happened in 1956, 1957 and 1958 in spite of taking all the measures mentioned in the statement?

Shri Shah Nawaz Khan: Figures are not readily available. I require separate notice.

Sardar Iqbal Singh: May I know whether, in spite of taking all these measures, crime on the railways is on the increase in 1957 as compared to 1956 and in 1958 as compared to 1957?

Shri Shah Nawaz Khan: I have asked for notice. Unless I have the figures, I cannot say anything.

श्री अक्षय बर्तन : रेलवे मंत्री जी ने यह जो विवरण दिया है, उस से यह ज्ञात होता है कि रेलवे की रक्षा की व्यवस्था प्रांतीय सरकारों के ऊपर है। मैं यह जानना चाहता हूँ कि रेलवे मंत्रालय इस महत्वपूर्ण विषय की सीधी जिम्मेदारी क्यों नहीं लेता, जिस की प्राये दिन यहाँ पर चर्चा होती रहती है, और यह काम रेलवे प्रोटेक्शन क्रॉर्म को क्यों नहीं सौंपता ?

श्री शाहनवाज खान : यह जिम्मेदारी दो क्रिम की है। रेलवे प्रोटेक्शन क्रॉर्म की जिम्मेदारी रेलवे की प्रापर्टी की हिफाजत करना है। जो मुसाफिर रेलवे में सफर करते हैं, उन की और चलती गाड़ियों पर जो डकैतियां वगैरह होती हैं, उन की जिम्मेदारी स्टेट गवर्नमेंट की है, बूकि यह सा एंड आर्डर की प्राबलम है।

Shri Hem Barua: The statement says that special drives are launched to round up trespassers and suspicious persons in yards and other railway premises and prosecuted under section 122 of the Indian Railways Act. May I know how many trespassers and suspicious persons in yards have been rounded up so far since the launching of the drive?

Shri Shah Nawaz Khan: I require notice.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि सब से ज्यादा चोरी किस रेलवे में हुई है ?

श्री शाहनवाज खान : सब से ज्यादा चोरी तां ईस्टर्न रेलवे में हुई है और दूसरे नम्बर पर माउथ ईस्टर्न रेलवे है।

सेठ गोविन्द दास : क्या इस का कोई कारण पता लगा है कि वहाँ पर सब से ज्यादा चोरी क्यों हुई और दूसरी जगह कम क्यों हुई ?

श्री शाहनवाज खान : जो लोग चोरी करते हैं, गालिबन बहा उन की तादाद ज्यादा है।

Mr. Speaker: Shri Tangamani.

Shri Bimal Ghose: When he has no figures, how does he know?

Mr. Speaker: Order, order. When I have called an hon. Member, no other hon. Member should rise.

Shri Tangamani: Has it been brought to the notice of Government

that on the 8th of this month at Kodambakam in Madras, there was a hold-up and when it was reported, the Station Master himself was stabbed and there was neither the watch and ward nor railway police on the spot?

Shri Shah Nawaz Khan: Watch and Ward are not provided at each and every station. They are posted at important stations. In this particular case, there was a gang of men; they got drunk and created some disturbance at the station.

श्री ए० सा० बाबुलाल : माननीय मंत्री जी ने बताया है कि सब से ज्यादा चोरी इस्टॉन रेलवे में हुई। मैं यह जानना चाहता हूँ कि रेलवे वर्कशाप में जो चोरियाँ होती हैं, क्या वे भी इस में शामिल हैं ?

श्री शाहनवाज खाँ : जो सवाल पूछा गया है, वह रनिंग ट्रेन्ड—चलती गाड़ियों—में होने वाली चोरियों और इकतियों के बारे में है। वर्कशाप में होने वाली चोरियाँ इस में शामिल नहीं हैं ?

श्री ए० सा० बाबुलाल : वर्कशाप में जो चोरियाँ होती हैं, क्या उन की जिम्मेदारी वाच एण्ड वार्ड स्टाफ पर नहीं है ?

श्री शाहनवाज खाँ : बिल्कुल नहीं है

Shri Goray: A few days back the Railway Minister had said that the number of ticketless travellers was the maximum on the Eastern Railway. Today the Deputy Minister has said that thefts are at their maximum on the Eastern Railway. Is there any connection between the two?

Shri Shah Nawaz Khan: It is more than I can say.

Mr. Speaker: The other day I suggested that instead of having only one discussion once in a year, so far as amenities and other matters are concerned, if the hon. Minister had no objection, he might have discussions with hon. Members inside the House or outside. If it is to be

inside the House, I will adjust time for it.

The Minister of Railways (Shri Jagjivan Ram): Yes. You gave that suggestion. Since then I think we have written to your Secretariat. We welcome the idea of having a discussion for two or three hours, apart from the budget discussions.

Mr. Speaker: All that I meant to suggest to the hon. Minister was that greater emphasis might be laid on the question of safeguarding not only property but the people who travel in the trains, who are in the stations, then property in the workshop etc. We will confine ourselves to one aspect and then discuss the others later, because two or three hours will be too short for discussing everything.

Shri Jagjivan Ram: I have no objection. I am always prepared to have these matters discussed in the House. It is for you to adjust the timings.

Mr. Speaker: I will adjust it.

Shri Jagjivan Ram: So far as the Railway Ministry or I am concerned, I welcome the idea of having frequent discussions in the House so that we could profit by the suggestions of hon. Members. We have nothing to hide from the House. There have been such incidents which are causing anxiety to us. But you will realise that according to the Constitution, law and order and police are State subjects. Even if we detect certain things, our Watch and Ward staff or the Railway Protection Force cannot take any action. They have to report to the State Police who are to proceed with investigation and things like that. Our staff is only to render assistance to the State Police. So that is a handicap we are working under, and I do not think it will be possible for the Central Government to assume all the responsibilities. But, as I said, I welcome the idea of having frequent discussions in the House.

Mr. Speaker: All that I meant was that there ought to be no wrong without a remedy. I do not know whether

the Constitution will stand in the way. But let there be a discussion. Some remedy must be found to avoid all these, at any rate, to create a sense of security in the minds of the travelling public. The hon. Minister ought not feel helpless merely because the State Governments may not be co-ordinating or co-operating. Let us discuss this matter. The hon. Minister may himself initiate the discussion and indicate what are the difficulties so that the House may give suggestions or it may be in the form of a non-official motion. I have no objection either way. The hon. Minister himself may ask for some time or I will allot time to a non-official motion.

Shri P. C. Bose: What about G.R.P.?

Shri Jagjivan Ram: No, it is under State Governments.

As I have said, we welcome the idea of having frequent discussions in the House apart from the budget discussions. As you suggested, in every session some time should be set apart for discussion of the Railways. I said I agree to that suggestion and it is for you now to fix the time in every session, whether it is two hours or three hours or whatever it may. All I said is I welcome the idea.

Mr. Speaker: Next question.

Shri Mohammed Inam: Sir, there is a motion regarding railway accidents pending before the House for a long time and it has been admitted by you. (Interruptions).

Mr. Speaker: I shall fix up a time. Next question.

Pandit D. N. Tiwary: The motion has been accepted by you for discussion. There are also thefts and dacoities in railway stations.

Mr. Speaker: I will find out and fix a time as early as possible.

Telco Locomotives

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1958. { **Shri Jaganatha Rao:**
Shri N. E. Munisamy:
Shri Narayankutty Menon:
Shri Warior:
Shri Mohan Swarup:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Messrs. Telco have finally quoted a price of Rs. 3.93 lakhs per locomotive while the Railway Board have offered only Rs. 3.75 lakhs per locomotive for the period commencing 1st April, 1958; and

(b) if so, action proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Since the Company have not accepted the offer of Rs. 3.75 lakhs per locomotive, the case has now been referred to arbitration.

Shri Jaganatha Rao: May I know who is the arbitrator to whom the case has been referred?

Shri Shahnawaz Khan: Mr. Majumdar, ex-Judge of the Bengal (Calcutta) High Court.

Shri Jaganatha Rao: May I know when he is required to give the award?

Shri Shahnawaz Khan: We expect that he would be taking up the assignment in the very near future. It won't take long.

Shri N. R. Munisamy. May I know whether the difference in cost of Rs. 18,000 between the price quoted by the firm and that offered by Government is due entirely to the overhead charges of the firm on each locomotive? What is the charge as compared for each locomotive by the Chittaranjan?

Shri Shahnawaz Khan: The Chittaranjan locomotive is a broad gauge locomotive and the total cost of a