

Ward to make it a more effective force to check thefts and pilferages.

(d) Rs. 3.24 crores during 1952-53.

#### RAILWAY WATCH AND WARD STAFF

\*1472. **Shri Muniswamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a conference of Home Ministers of States with the Union Railway Minister took place in 1953 on the unification of the Police and the Watch and Ward on Railways; and

(b) if so, the decisions taken at that conference?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) No.

(b) Does not arise.

**Shri K. C. Sodhia:** What is the cost of this reorganisation?

**The Minister of Railways and Transport (Shri L. B. Shastri):** The cost, which has just now been mentioned for 1952-53, is Rs. 3.24 crores. The reorganisation will not cost much, but I cannot give the exact figure because the scheme is still not finalised.

**Shri Muniswamy:** May I know whether it is a fact that complaints of thefts of railway property were received by the Railway Ministry in which the Watch and Ward Staff were involved and if so, how many such complaints came to the notice of the Minister?

**Shri Shahnawaz Khan:** I do not have information of the exact number of complaints that have been received, but it is true that in some cases men belonging to Watch and Ward have been connected with thefts.

**Shri V. P. Nayar:** May I know, Sir, whether the Watch and Ward operations are directed by an officer known as the Security Adviser to the Railways stationed at Allahabad, and may I also know, if this is true, whether

this particular officer retired as the Inspector-General of Police and was employed under the present Railway Minister when he was Home Minister in the United Provinces?

**Mr. Deputy-Speaker:** What is the inference? Every question must lead to a particular point.

**Shri L. B. Shastri:** It is absolutely true that he was Inspector-General of Police in Uttar Pradesh when I was there. It is also true that his headquarters are in Allahabad. It is also correct that he directs the work of the Watch and Ward.

**Shri Muniswamy:** May I know, Sir, what principle or policy is being followed in the distribution of the Watch and Ward staff in various junctions where already there is Railway Police working?

**Shri L. B. Shastri:** The work of the Railway Police is entirely different from the work of the Watch and Ward. The Watch and Ward generally work within the premises of the railway yard and the stations where parcels are kept. They look after them; they supervise them. If cases of theft etc., are apprehended by the Watch and Ward people they are referred to the Railway Police, who launch prosecutions, or take other necessary action.

**Shrimati Kamalendu Mati Shah:** Is it true, Sir, that there is not adequate lighting of the stations due to which the passengers suffer a lot of hardships?

**Mr. Deputy-Speaker:** We are going away to general amenities.

**Shri R. K. Chaudhuri:** Do the Watch and Ward officers and men have the same powers as police officers, and if so, under what provision of law has such authority been given?

**Shri L. B. Shastri:** They have got no police powers.

**Shri T. N. Singh:** May I know, whether the hon. Minister would consider a suggestion of appointing some deputy to the present Chief of Watch

and Ward from Malabar or some other area?

**SONEPUR-HAZIPUR RAILWAY BRIDGE**

\*1441. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state :

(a) whether the estimated life of the Sonepur-Hazipur bridge on the North Eastern Railway was completed three years back;

(b) whether there is any danger involved in the continued use of the bridge; and

(c) whether there is any proposal to construct a new rail-cum-road bridge at the site?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) Yes, Sir; only for the purposes of annual Sinking Fund payments as laid down in para. 706 of the Indian Government Railways General Code, a copy of which is available in the Library of the House.

(b) No, Sir.

(c) There is a proposal to construct a new bridge but it is too early to say whether it would be a rail-cum-road bridge or not.

**Pandit D. N. Tiwary:** Was there any extra levy or charge on railway fare, or on the bridge in that area?

**Shri Shahnawaz Khan:** I do not think so.

**Pandit D. N. Tiwary:** Is it a fact that a few years ago people and animals were charged for crossing the bridge?

**Mr. Deputy-Speaker:** The hon. Member's question is whether any toll fee was collected?

**The Minister of Railways and Transport (Shri L. B. Shastri):** I am not aware of that, but I am prepared to look into it.

**बाबू रामनारायण सिंह :** जब इस पुल की धक्की समाप्त हो चुकी है तो इसका व्यवहार क्यों किया जा रहा है ?

**श्री शाहनवाज़ खाँ :** इसलिये कि यह जरूरी नहीं है कि जिस वक्त उसकी उम्र पूरी हो जाय तो वह काम के लायक नहीं रहता है। आम तौर पर जो उसकी उम्र का हिसाब लगाया जाता है वह सिंकिंग फंड के हिसाब से लगाया जाता है। उस हिसाब से उसकी उम्र पूरी हो चुकी है। लेकिन सरविस के लिहाज़ से उसकी उम्र पूरी नहीं हुई है और बड़े भ्रष्टे इंजिनियर्स ने उसका मुआयना कर लिया है और उनकी राय है कि उसमें कोई खतरा नहीं है।

**TRANSPORT OF OIL BY SHIPS**

\*1442. **Shri M. L. Dwivedi:** (a) Will the Minister of Transport be pleased to state the reasons why irrespective of reservations of coastal trade to Indian shipping, agreements have been reached between the Government of India and a few foreign oil companies permitting them to carry oil on the coast?

(b) Has any additional right been also given to the foreign oil companies apart from carrying oil on coast, to charter any number of ships and if so, what is the number of ships?

(c) What are the reasons for such chartering?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) This was considered necessary because there was no early prospect at that time of any tankers being acquired for the Indian Registry. The Agreement with the oil companies, however, provides for the use of tankers owned by the Government of India or by a Shipping Corporation in which Government hold the majority of voting shares.

(b) The companies are free to charter as many tankers as may be needed for the carriage of oil or products.

(c) Does not arise.

**श्री एम० एल० द्विवेदी :** कौन कौन सी विदेशी कम्पनियों से सरकार ने ऐसा समझौता