

NO. 2533

**LOK SABHA DEBATES**  
(Part I—Questions and Answers) **Acc. No. 2533**

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Date 07.7.54  
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**LOK SABHA**

*Friday, 17th September, 1954*

*The Lok Sabha met at Eleven of the  
Clock*

[MR. SPEAKER in the Chair]

**ORAL ANSWERS TO QUESTIONS**

**THEFTS ON NORTHERN RAILWAYS**

\*1044. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) the number of cases of theft and pilferage from goods trains on Northern Railways detected during 1952 and 1953;

(b) what stations are the worst affected in this respect; and

(c) the special steps taken to check these incidents?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) 103 in 1952 and 137 in 1953.

(b) Stations on the Mogalsarai-Allahabad, Kanpur-Tundla, Raebareilly-Lucknow, and Bareilly-Moradabad sections are the worst affected.

(c) A statement showing the steps taken to check these incidents is placed on the Table of the House. [See Appendix VI, annexure No. 49.]

**Shri D. C. Sharma:** May I know, Sir, why there has been so much increase of theft, in spite of the fact that great precautions have been taken, which are detailed in items 1 to 6 of the statement?

**Shri Shahnawaz Khan:** There was a slight increase in 1953 over the year  
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1952. But I am very glad to inform the hon. Member that there has been considerable decrease in the year 1954.

**Shri D. C. Sharma:** May I know, Sir, how the Watch and Ward Department works in liaison with the Police?

**Shri Shahnawaz Khan:** The Watch and Ward Department is now being reorganised. An officer of the rank of Inspector-General has been appointed. The duties of the Watch and Ward are to safeguard the railway property on the railway premises; also, they escort certain goods trains. They have no direct link with the provincial police.

**Shri D. C. Sharma:** Will the hon. Parliamentary Secretary correct the false impression that is prevailing in some quarters that there is some kind of a collusion between the railwaymen and the criminals so far as the committing of thefts and acts of pilferage are concerned?

**Shri Shahnawaz Khan:** Although I cannot entirely deny the fact that there is collusion between the railway employees and these thieves, I would like to point out that it is very much exaggerated. Two or three cases might have come to our notice and we have taken suitable action, but I may inform hon. Members that this is very much over-exaggerated.

**INDO-U.S. AIR AGREEMENT**

\*1046. **Shri S. N. Das:** Will the Minister of Communications be pleased to state what progress, if any, has been made in the matter of concluding a fresh Air Agreement between India and the United States of America?

**The Deputy Minister of Communications (Shri Raj Bahadur):** Negotiations

for a fresh Air Agreement between India and the U.S.A. have not yet started.

**Shri S. N. Das:** May I know, Sir, when the existing agreement is to terminate and if so, whether there is any possibility of a fresh agreement being concluded before that date?

**Shri Raj Bahadur:** One year's notice of termination of the agreement was served on the USA on the 14th January 1954, and it is due to expire on the 14th of January next year.

**Shri S. N. Das:** May I know, Sir, whether there have been occasions when the United States airlines have made inroads into the legitimate spheres of our lines, and if so, what steps have been taken by Government to prevent them?

**Shri Raj Bahadur:** That furnishes one of the justifications for our serving this notice on them.

**Shri S. N. Das:** May I know what were the points of difference when some consultation under this agreement was made previously?

**Shri Raj Bahadur:** The agreement with the United States was of the Bermuda type, which means that they could determine their own capacity and frequency of air services. We wanted that it should be on the pre-determination basis—fixing capacity and frequency of flights. They were not agreeable to that. That affected us prejudicially so far as our third and fourth freedom traffic with other countries was concerned. On that point the negotiations broke down.

#### WAGON SHORTAGE

\*1047. **Shri Gidwani:** Will the Minister of Railways be pleased to state:

(a) whether the Bombay State Fruit and Vegetable Market Committee at Ahmedabad have represented to Government that agricultural products worth lakhs of rupees would be ruined for lack of

proper transport facilities if wagons were not provided to various centres in Gujarat; and

(b) if so, whether any action has been taken by Government in the matter?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) Yes.

(b) The matter was referred to the Western Railway Administration who reported that wagon supply for movement of agricultural products from stations in Gujarat has been generally adequate so far during the year 1954. A detailed reply was also given on 13th August 1954 to the Chairman of the Bombay State Fruit and Vegetable Market Committee, Ahmedabad.

**Shri Gidwani:** Is it a fact that we have not sufficient number of wagons for our needs in the country?

**Shri Shahnawaz Khan:** I believe that is not a secret.

**Shri Gidwani:** Is it a fact that we have more of locomotives and engines lying unused because of want of sufficient wagons?

**Shri Shahnawaz Khan:** The hon. Member knows very well that we are producing 10,000 wagons annually and we hope that in the course of the next three or four years, this wagon shortage will be a thing of the past.

#### EXPLORATORY TUBE-WELLS IN BOMBAY

\*1048. **Shri Dabhi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Committee appointed for the selection of places for the boring of exploratory tube-wells in different States has submitted its report or made its recommendations; and

(b) if so, which are the places in Bombay State selected for the purpose?

**The Minister of Food and Agriculture (Shri Kidwai):** (a) The Committee