

(c) No statistics are maintained of claims compensation paid purely on account of such specific cases of lawlessness. However, the claims compensation paid by N. E. Railway on account of loss/theft and pilferage of booked consignment has been as under:

Year	Amount paid (in lakhs)
1979	Rs. 27.46
1980	Rs. 39.72

(d) The following preventive measures have been taken on the Railways including that on the North Eastern Railway to check the crimes and to ensure safety of life and property of the passengers:

1. Escorting of important passenger trains at night by armed guards of Government Railway Police of the concerned States Governments;
2. Beat patrolling at stations/platforms/waiting halls;
3. Surveillance over criminals and known bad characters;
4. Checking of night trains by supervisory officers;
5. Posting of pickets at vulnerable stations;
6. Special squads of CID of State Governments take up investigations of important cases to apprehend criminals responsible for these crimes.
7. Vestibuled doors of coaches are closed between 22.00 hrs. and 06.00 hrs.
8. TTEs/ Attendants/ Conductors have instructions to remain vigilant and to prevent entry of unauthorised persons into coaches particularly the reserved compartments;
9. When there is spurt of crime in a particular area, the attention of the State Government concerned is

drawn for better protection to railway passengers and necessary assistance is rendered whenever required;

10. Armed escorts of Railway Protection Force/Railway Protection Special Force are detailed to patrol affected sections and yards;

11. Railway Protection Force staff are detailed at vulnerable outer signals, engineering restrictions and upgradings where trains low-down;

12. All important yards, goods shed and parcel offices are guarded round-the-clock by Railway Protection Force personnel. Special Attention is being paid to places which are known as black spots.

13. Wagons containing high valued commodities like foodgrains, coal, steel, etc. when running in block loads, are being escorted.

14. At way-side stations when loads are stabled, they are being guarded by Railway Protection Force staff.

15. Intelligence about movements and activities of criminals and receivers of stolen property is collected by Crime Intelligence Branch of the Railway Protection Force and raids are regularly arranged to apprehend criminals and receivers and to recover stolen property.

16. Dog Squads are also being utilised for patrolling yards and arrest of suspects.

17. Close co-ordination is made by Railway Protection Force with the Government Railway Police and Civil Police for effectively tackling the problem of thefts and pilferages.

आज उत्पीडित क्षेत्रों के लिए बंगन

*253. श्री हयाराम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार की पूर्वोक्त और उत्तरी रेलवे से इस बाध्य की शिकायतों प्राप्त हुई हैं कि पंजाब और पश्चिमी उत्तर प्रदेश से पश्चिम बंगाल और असम

का भेजी गई आलू से लदी वैनोँ आसाम और कलकत्ता में रोक ली जाती हैं जिसके परिणामस्वरूप उन्हें वापस पहुँचने में अधिक समय लगता है और आलू उत्पादक क्षेत्रों को पर्याप्त संख्या में वैनोँ उपलब्ध नहीं हो पाते,

(ख) आलू शीघ्र खराब होने वाली वस्तु है, इस तथ्य का ध्यान रखते हुए क्या सरकार ने आलू उत्पादन क्षेत्रों को पर्याप्त संख्या में वैनोँ सप्लाई करने की व्यवस्था की है, और

(ग) नवम्बर, 1980 और 1981 में प्रतिदिन सप्लाई क्रिये गये वैनोँ की तुलना में फर्रुखाबाद से वैनोँ के लिये कितने इन्डेंट प्राप्त हुए?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री श्री मल्लिकार्जुन : (क) जी नहीं ।

(ख) जी हाँ ।

(ग) नवम्बर, 1980 के दौरान, फर्रुखाबाद में लदान नहीं हुआ क्योंकि व्यापारियों द्वारा कोई मांग प्रस्तुत नहीं की गयी थी । जनवरी 1981 में फर्रुखाबाद में बड़ी लाइन के 463 माल डिब्बों और मीटर लाइन के 250 माल डिब्बों का लदान किया गया और इस प्रकार वहाँ बड़ी लाइन के 15 और मीटर लाइन के 8 माल डिब्बों का दैनिक आसत लदान हुआ । जनवरी, 1981 के अंत में बड़ी लाइन के 540 और मीटर लाइन के 2086 माल डिब्बों का लदान किया जाना शेष था। बड़ी लाइन पर लदान आगे नहीं बढ़ाया जा सका क्योंकि व्यापारियों ने इस तर्क पर आलूओं का ब्लाक रेलों में लदान करने से इन्कार कर दिया था कि यदि एक ही स्थान पर रोक में लदान किया जाता है तो मूल्य कम हो जाएंगे 31 जनवरी, 1981 को फर्रुखाबाद में आलूओं के लम्बित 2086 मांग पत्रों में से, 2046 मांग पत्र पूर्वीत्तर सीमा रेलवे के लिए थे। ऐसे अनूदेश जारी किये गये हैं कि जब तक सभी मांग पत्र पूरे नहीं कर दिये जाते तब तक पूर्वीत्तर सीमा

रेलवे के गंतव्य स्थानों के लिए मीटर लाइन पर प्रतिदिन आलूओं के एक रोक का लदान किया जाये।

More powers to Railway Protection Force

*244: SHRI JHANDHANA POO-JARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to give more powers to Railway Protection Force to deal with anti-social activities in railways and prevent pilferage; and

(b) if so, the details thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The proposal to give more powers to Railway Protection Force was considered and dropped.

(b) Does not arise.

Functioning of Wagon Producing Units

*245. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagon producing units in the country have not been functioning well;

(b) if so, the reasons therefor; and

(c) what steps have been taken by Government to remove bottlenecks to enable wagon producing units to accelerate supplies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The level of out-turn has been generally satisfactory, but for a marginal short-fall of about 12 per cent due mainly to problems like power-cuts and labour trouble in some of the units.