

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI D.K. THARADEVI SIDDHARATHA): (a) and (b). There is no preventive measure or treatment for colour blindness.

(c) No, Sir.

(d) Does not arise.

[English]

Railway Line via Mohali-Fatehgarh Sahib

4720. SHRI HARCHAND SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government have received a proposal from the Government of Punjab to connect Chandigarh with Ludhiana-Delhi-trunk route via Mohali-Fatehgarh Sahib;

(b) whether the proposal has been examined and action taken for survey in this connection; and

(c) if so, the expected time by which the proposal is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) A survey has been taken up to connect Rajpura with Chandigarh to provide a direct link, without any reversal, from all districts of Punjab Chandigarh, while the line via Mohali and Fategarh Sahib will suffer from double reversal for all trains coming from Bhatinda, Bamala, Dhuri and Patiala direction.

(c) Further consideration of the proposal would depend upon the results of the survey

and availability of resources in the coming years.

Speed of Trains on Bangalore-Mysore line

4721. SHRIMATI CHANDRA PRABHARS: Will the Minister of RAILWAYS be pleased to state:

(a) the average speed prescribed for the trains running between Bangalore and Mysore on new broad gauge line;

(b) whether the average speed of these trains is less than the speed prescribed for these trains;

(c) if so, the details thereof and the reasons therefor; and

(d) the steps being taken to increase the speed of these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). There is no prescribed average speed as such. Trains run as per maximum permissible speeds specified for a section, different types of coaches and locomotives. Normally the maximum permissible speed of trains in the broad gauge is 90 to 100 kmph. Trains in Bangalore-Mysore section however, run at a speed lower than this because it is a newly converted section. Once the section stabilised the same will be restored to the normal level.

Pilferage of Goods and Railway Property

4722. SHRI PROBEN DEKA:
SHRI ANANTRAO
DESHMUKH:
SHRI CHHITUBHAI GAMIT:
SHRI MOHAN RAWALE:

Will the Minister of RAILWAYS be pleased to state:

(a) Whether the incidents of pilferage of booked goods and railway property are increasing;

(b) If so, the details thereof along with the value of goods pilfered during each of the last three years; zone-wise;

(c) the percentage of recovery of stolen railway property viz-a-viz booked consignments during the above period;

(d) the number of persons found responsible and apprehended therefor; and

(e) the new methods if any, the Government have taken to control such thefts and improve the recovery rate of such thefts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The cases of pilferages / thefts of booked goods are decreasing. But there is marginal increase in cases of theft of railway materials.

(b) A statement is attached.

(c) The information is as under:-

	1989-90.	1990-91.	1991-92.
Booked Consignment	10.31%	9.39%	14.75%
Railway Material	34.25%	33.01%	37.58%

(d) The details are as under:-

	1989-90	1990-91	1991-92
Booked Consignment	2,697	2,868	2,989
Railway Material	14,191	13,854	14,406

(e) The following steps are being contemplated by the Railway Protection Force in order to check thefts and pilferages with a view to contain/control the crime against the Railway property:-

1. Black spots/vulnerable yards / areas are identified from time to time for strict vigil and supervision.

2. CiB staff are activated to collect crime intelligence with a view to conduct raids/ searches at the dens of the criminals/receiv-

ers of the stolen railway property.

3. The trains are checked by RBF staff at the destination stations to the maximum extent possible and wherever they are placed on non-operation duty.

4. strict vigil is also being kept on unscrupulous Railway staff who indulge in malpractices resulting in loss of Railway property.

5. Stringent action is taken against RPF

staff at various levels who fail to prevent theft/pilferages in their jurisdiction and also for inadequate supervision and control over staff their command.

6. Close co-ordination is maintained with CRP where joint raids are conducted against the anti-social elements who indulge in such activities etc. Even co-ordination is made with other Railways Departments (such as Mechanical and Electrical) who maintain the rakes in order to avoid any pilferage of Railway property from the trains.

7. Escorting of trains in the vulnerable sections so as to prevent and detect the

thefts of Railways property.

8. The one-time seal and keyless-lock were introduced major Goods Sheds in respect of high-rated commodity.

9. Costly consignment are sent in Block Rakes without any detention enroute to prevent thefts. Wherever possible, Armed Escorts are provided in vulnerable sections.

10. The un-manned guard lobby portion of SLR/VP are locked after loading of parcels to prevent entry of criminals.

11. Metal detectors are used in the Workshop for frisking of employees.

STATEMENT

Details of pilferage/theft of booked consignment and that of railway material are given below:-

Rly.	Year	No. of cases	Booked Consignment		Recovered (Rs.)	Outsiders	Arrests	
			Stolen Rs.	Value of Property.			Rly employees	RPF
1	2	3	4	5	6	7	8	
Central	1989-90	1242	23,45,769		3,69,655	205	13	1
	1990-91	994	32,57,946		4,51,4141	183	19	1
	1991-92	904	57,27,624		5,54,471	222	36	4
Eastern	1989-90	7579	2,19,95,694		10,13,693	149	6	4
	1990-91	6537	2,43,90,397		11,25,280	184	4	4
	1991-92	6366	1,96,45,786		13,35,955	219	3	1
Northern	1989-90	3460	72,28,166		9,10,170	379	61	-
	1990-91	3059	1,07,80,827		14,16,005	442	58	2
	1991-92	2602	1,04,76,812		13,88,216	413	35	2
North-	1989-90	13061	21,45,530		6,71,189	675	90	-

Rly.	Year	No. of cases	Booked Corrigment		5	Arrests		8
			Stolen Rs.	Value of recovery (Rs.)		Outsiders	Rly employ-ees	
1	2	3	4		5	6	7	8
Eastern	1990-91	1439	16,92,663		5,00,415	635	92	2
	1991-92	1479	16,60,416		5,13,269	638	113	4
North East	1989-90	483	12,36,633		10,61,989	430	18	-
Frontier	1990-91	472	13,61,283		9,06,638	364	17	4
	1991-92	562	13,53,940		11,03,868	444	25	-
Southern	1989-90	1567	31,14,634		3,03,472	62	8	4
	1990-91	1535	39,91,994		1,83,779	84	17	-
	1991-92	1819	1,15,23,961		25,10,050	119	17	-
South-Central	1989-90	174	3,36,729		1,18,124	112	3	-
	1990-91	708	18,48,808		2,25,466	127	6	-
	1991-92	978	38,44,055		10,96,892	195	11	1

Rly.	Year	No. of cases	Value of Property.		5	Arrests		8
			Stolen Rs.	Recovered (Rs.)		Outsiders	Rly employ-ees	
	2	3	4	5	6	7	8	
South-Eastern	1989-90	3844	90,80,031	5,37,851	186	6	-	
	1990-91	2963	1,07,22,338	9,23,459	268	8	3	
	1991-92	2332	1,28,58,279	13,86,504	254	11	-	
Western	1989-90	1788	29,02,235	2,01,584	272	9	4	
	1990-91	1647	38,49,848	44,084	322	19	1	
	1991-92	1387	52,37,797	7,70,468	206	14	2	
Total	1989-90	21498	5,03,85,451	51,87,727	2470	214	13	
	1990-91	19354	6,18,96,110	58,12,570	2611	240	17	
	1991-92	18426	7,23,28,700	1,06,70,699	2710	265	14	

Railway Materials

Rly.	Year	No. of cases	Value of Property.		5	Arrests	
			Stolen Rs.	Recovered (Rs.)		Outsiders	Rly employees
1	2	3	4	5	6	7	8
Central	1989-90	3469	39,93,520	20,63,720	2847	125	2
	1990-91	3582	39,76,579	17,33,753	2847	127	1
	1991-92	3906	58,26,953	26,68,030	2996	191	1
Eastern	1989-90	20332	1,12,04,405	38,25,094	2334	48	-
	1990-91	18981	1,11,30,101	43,35,631	2270	38	-
	1991-92	20955	1,57,18,026	75,32,207	2707	93	-
Northern	1989-90	37705	98,76,860	12,88,693	1655	169	2
	1990-91	38904	87,19,476	13,80,763	1562	189	2
	1991-92	36642	95,45,693	21,20,030	1462	232	1
North-Eastern	1989-90	1361	21,45,529	6,71,189	675	90	-

Railway Materials

<i>Rly.</i>	<i>Year</i>	<i>No. of cases</i>	<i>Value of Property.</i>		<i>Recovered (Rs.)</i>	<i>Arrests</i>		<i>RPF</i>
			<i>Stolen Rs.</i>	<i>4</i>		<i>Outsiders</i>	<i>Rly employ-ees</i>	
	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	
	1990-91	1459	16,92,735	5,36,445	637	92	2	
	1991-92	1304	15,73,472	5,18,270	638	113	4	
North East Frontier	1989-90	481	1,23,663	10,61,489	430	18	-	
	1990-91	444	13,61,289	9,06,138	368	17	-	
	1991-92	562	13,53,940	11,03,868	444	25	-	
Southern	1989-90	1144	16,28,787	9,85,351	1030	51	-	
	1990-91	1030	9,86,137	7,27,248	824	40	-	
	1991-92	1461	18,25,347	12,42,517	1008	71	-	
South-Central	1989-90	1569	16,99,066	12,14,889	1481	59	-	
	1990-91	1260	15,91,752	7,74,200	1276	50	-	
	1991-92	1302	45,02,178	37,69,216	1270	63	-	

Railway Materials

Rly.	Year	No. of cases	Value of Property.		Recovered (Rs.)	Arrests		RPF
			Stolen Rs.	Outsiders		Rly employ-ees	years	
1	2	3	4	5	6	7	8	
South-Eastern	1989-90	5928	52,41,906	9,91,181	715	23	-	
	1990-91	6445	66,86,490	14,97,062	812	29	3	
	1991-92	7105	83,46,322	15,47,045	797	22	-	
Western	1989-90	3021	17,40,119	7,95,588	2321	111	5	
	1990-91	3583	23,49,735	8,16,782	2545	118	5	
	1991-92	3167	90,81,874	12,11,385	2230	98	2	
Total	1989-90	75010	3,76,53,855	1,28,97,194	13488	694	9	
	1990-91	75668	3,84,94,294	1,27,08,022	13141	700	13	
	1991-92	76404	5,77,73,805	2,17,12,568	13552	908	8	