

के लाइसेंस देर में मिलना था। इसके लिये वे कुछ नहीं कर सकते थे। यहां इस बात का भी उल्लेख कर देना उचित होगा कि उन्होंने 1964 के अन्त तक 75 प्रतिशत देशी पुर्जे तैयार कर लिये थे।

(ग) जी, नहीं।

(घ) उपर्युक्त भाग (ख) में जो कुछ कहा जा चुका है उसे देखते हुए दोनों में से किसी भी निर्माता को अर्वादि विदेशी मुद्रा देना बन्द कर देने का प्रश्न ही नहीं उठता।

#### Delhi-Rohtak Shuttle

398. { Shri D. C. Sharma:  
Shrimati Savitri Nigam:  
Shri P. C. Borooah:  
Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether six trains were held up for nearly three hours at the Delhi Kishanganj station on the 11th December, 1964 when a crowd of several hundred passengers protested against the routine delay in the departure of the Delhi-Rohtak shuttle;

(b) if so, the action taken in the matter; and

(c) the steps taken or proposed to be taken to deal with such situations so that other trains are not delayed?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). On 11-12-1964, 1 DR Up Delhi-Rohtak shuttle arrived Delhi-Kishanganj station at 17:57 hours or 2 minutes later than its scheduled arrival time of 17:55 hours. It was detained there for 27 minutes for crossing of 344 Down Hindumalkote-Delhi Passenger which was running late to the extent of 33 minutes and further late running of which would have delayed the departure of 371 Up Delhi-Hardwar Passenger which is worked with the rake of 344 Down. As a protest against this detention,

1 DR Up shuttle was held up by passengers by squatting on the track in front of the engine, alarm chain pulling and uncoupling the front third luggage and brake van and two other bogies from the adjoining coaches.

With the intervention of the police and civil authorities who were advised of the situation, the track was cleared at 21:20 hrs. and the train eventually started at 21:25 hours.

As a result of the hold-up, 1 DR Up shuttle suffered a total detention of 3 hours 27 minutes. Five other trains also suffered detentions varying from 18 minutes to 4 hours 45 minutes.

The punctuality performance of 1 DR Up Shuttle was generally satisfactory, the percentage of right time arrival at the destination being 874 during the period May 1964 to February 1965 (upto 10th). While every effort is made to obviate detentions due to crossing, precedence etc., detentions on account of occasional unforeseen operational exigencies are unavoidable. As regards alarm chain pulling and other detentions to trains by students etc., matter is taken up with Civil authorities from time to time for combating the evil.

#### Banda-Kanpur Trains

399. Shrimati Savitri Nigam: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there had been about 50 per cent late arrivals of Banda-Kanpur Up and Down trains in November and December, 1964; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). Except for No. 112 Up Lucknow-Banda Passenger train, performance of other passenger trains running between Banda and Kanpur during November and Decem-