

Agitation by Railway Protection Force

1461. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether personnel of the Railway Protection Force have been agitating holding demonstrations, rallies, hunger strikes etc. in recent weeks;

(b) if so, what are the demands on which the agitation is being conducted;

(c) whether Government have taken any steps to negotiate with R.P.F. Association on their demands; and

(d) if so, with what result.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). In the months of October-November, 1980 certain staff of the Railway Protection Force resorted to issue of pamphlets, demonstrations, etc., and also in a few cases had observed token *en masse* fasts on some of the demands, which, *inter alia*, included the grant of bonus, restructuring of R.P.F., better avenues of promotion, etc. As a result of informal discussions held with the representatives of the R.P.F. staff this agitational programme was suspended and Government are already looking into the demands of the staff on merits within the financial and other restraints.

Extension of D.T.C. Bus Route No. 900 to Wazirpur Depot

1462. SHRI KRISHNA PRATAP SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a proposal under consideration of Delhi Transport Corporation to extend Route No. 900 to Wazirpur Depot which at present terminates at Punjabi Bagh

to give better service to Government servants working in the Central Secretariat Complex;

(b) if so, when such a facility is likely to be provided; and

(c) if not, the difficulties in extending this bus Route upto Wazirpur Depot?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). Route No. 900 is operating between Kendriya Terminal and Punjabi Bagh Terminal and is one of the routes which have been introduced under the concept of direction oriented services between Central Exchange and Nodal points in the city. This is a well established route and cannot be disturbed. Moreover, there has never been any demand for the extension of Route No. 900 from Punjabi Bagh Terminal to Wazirpur Depot. Those who want to travel towards Wazirpur Depot side, can conveniently change-over at Punjabi Bagh Terminal. Besides, Central Secretariat complex and Wazirpur Depot are connected by the direct services of route No. 160 and 170 operating between Regal and Shalimar Bagh and Saraswati Vihar respectively.

Increase in dacoities in Running Trains during 1980-81

1463. SHRI RAM VILAS PASWAN:
PROF. P. J. KURIEN:
SHRI HARINATH MISRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that dacoities in the running trains have increased considerably during the period 1980-81 as compared to the preceding years;

(b) the number of such dacoities committed during the period 1980-81 and the name of such trains thereof;

(c) the loss suffered by passengers in each case; and

(d) whether any compensation was paid by Government to the passengers and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). 99 cases of dacoities during 1980 and 13 cases of dacoities in January, 1981 in running trains have been reported on all Indian Railways. The names of the trains and the loss suffered by passengers in each case are as under:

Railway	S. No.	Name of Train	Loss suffered by passengers (in Rs.)
Western	1	91 Dn.	3050
	2	745 Dn.	2550
	3	20 Up	11134
	4	Up local train	5430
	5	581 Up	23380
	6	81 Up	5000
	7	56 Up	8750
	8	55 Dn.	1530
N. F.	9	1 Dn.	2700
	10	44 Dn.	350
	11	44 Dn.	1000
	12	1 D. Up	10545
	13	101 Up	8000
	14	35 Dn.	25000
South Eastern	15	315 Up	2520
	16	8 Dn.	1850
	17	463 Up	3295
	18	PH 2	5000
	19	133 Dn.	15000

Railway	Sl. No.	Name of Train	Loss suffered by passengers (in Rs.)
Northern	20	89 Up	3000
	21	464 Dn.	2500
	22	142 Dn.	Nil
	23	77 Dn.	20500
	24	321 Up	601
	25	331 Up	2800
	26	10 Dn.	1000
	27	378 Dn.	830
	28	6 LC	7999
	29	4 BC	53374
	30	3 BC	5677
Centra	31	2 HM	2500
	32	104 Dn.	16000
	33	120 Dn.	36676
	34	2 AGN	5400
	35	361 Up	2600
	36	36 Up	1550
	37	116 Up	15000
	38	39 Dn	7042
	39	4 Dn	2282
	40	165 Up	2000
North Eastern	41	171 Up	2000
	42	38 Dn	1190
	43	257 Up	3790
	44	315 Up	9000
	45	71 Up	2500
	46	171 Up	650
	47	72 Dn.	3000
	48	256 Dn.	600
	49	288 Dn	20000
	50	34 Dn.	4500
	51	77 Dn.	5050

Railway	S. No.	Name of Train	Loss suffered by passengers (In Rs.)
	52	311 Up	8000
	53	603 Up	10000
	54	329 Up	5000
	55	87 Up	8500
	56	281 Up	10000
	57	36 Dn.	10215
	58	238 Dn.	1000
	59	36 Dn.	2775
	60	361 Up	870
	61	87 Up	265
	62	528 Dn.	3800
	63	237 Up	15000
	64	430 Dn.	825
	65	311 Up	2500
	66	342 Dn	2500
	67	443 Up	6000
	68	410 Up	8742
South Central Eastern	69	238 Passenger	1150
	70	S 234 Dn.	25000
	71	348 Dn.	600
	72	59 Us.	7000
	73	BB 520 Dn.	7030
	74	319 Up	153
	75	354 Dn.	3000
	76	Dn. N.H. Local	2000
	77	K151 Up	1200
	78	BB 538 Dn	1200
	79	SD 129 Up	2500
	80	P 390 Dn.	1000
	81	C 232 Dn.	4500
	82	M229 Up	5000
	83	329 Up	2000

Railway	S. No.	Name of Train	Loss suffered by passengers (in Rs.)
	84	87 Up	30000
	85	327 Up	5000
	86	51 Up	12000
	87	170 Dn	20000
	88	21 Up	4000
	89	327 Up	4000
	90	51 Up	16712
	91	168 Dn.	15000
	92	176 Dn.	15000
	93	2 SJ	100
	94	50 Dn.	Nil
	95	40 Dn.	4000
	96	327 Up	5605
	97	328 Dn.	15000
	98	50 Dn.	3000
	99	7 Up	Nil
1981			
South Eastern	1	215 Up	292
	2	37 Up	660
Northern	3	1 AUC	3745
N.F.	4	64 Dn.	50000
Western	5	620 Up Local	5300
North Eastern	6	342 Dn.	1335
	7	108 Dn.	3706
	8	260 Dn.	1200
Eastern	9	NB 25 Up	1500
	10	M 212 Dn.	Nil
	11	54 Dn.	14950
	12	348 Dn.	800
	13	131 Up	2150

(d) No.