

tion Force Staff. As their strength was too meagre to control the situation the situation, Civil Police authorities were approached and they rushed to the station with re-enforcement. Crowd so gathered on the platform were persuaded to disperse and when they did not heed the police made a mild lathi-charge. Some persons who ran towards Gwalior Goods-Shed set ablaze the bales of hay belonging to Military lying there. The fire engine was summoned, which brought the fire under control.

In the meantime, 21 DN Dakshin Express arrived Gwalior at 00.30 hrs. on 26-1-1981. In this train about 200 students without tickets had already entered the reserved compartments at Jhansi and were on their way to Delhi to witness the Republic Day function. The Railway staff on duty at Jhansi had persuaded them to vacate the 1st class coaches. The number of students being very large the authorities did not succeed in getting the compartments vacated. As such they had sent a message to Gwalior to tackle the situation there.

At Gwalior, as mentioned above, the situation was still worse. A large number of students without ticket had already gathered at the platform. They also tried to get into the reserved compartments. When they were prevented, they started pelting stones and damaged the railway property and the windows of the coaches. They also damaged/looted the parcels lying on the platform. As a result of heavy stone throwing, Superintendent of Police, Gwalior and some police personnel sustained injuries. Finally, the police was able to manage the situation and the train left Gwalior after a detention of 1 hr. and 35 minutes.

The Government of Madhya Pradesh has ordered a Magistral Enquiry to be held by Smt. Raju Rehman, Deputy Secretary.

GRP/Gwalior (BG) has also registered the case at crime No. 9/81

u/s 354, 426, 336, 435, 147 and 149 IPC and 120/131-IRA on 26-1-1981 and are investigating it.

Dacoities in N.E.F. Railway during the last six months

1516. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state:

(a) how many cases of dacoities occurred in the Darjeeling Mail, Gour Express, and New Jalpaiguri passenger, Kamrup Express and Janata Express in N.E.F. Railway between Barsoi Junction and Ajimganj junction during the last six months upto January, 1981;

(b) whether it is also a fact that all these trains to and from Calcutta are night trains and from Calcutta to Kishanganj and vice-versa;

(c) whether Government have any plan to introduce a few day trains to and from Calcutta in the above line to avoid dacoities; and

(d) what steps Government have taken to prevent and deal with these dacoities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No case of robbery/dacoity was reported in these trains in between Barsoi Junction and Azam Nagar Railway Station during the last six months upto January, 1981.

(b) Yes.

(c) Introduction of an additional train between Calcutta and North Bengal region is not operationally feasible at present due to line capacity constraints in sections en route, inadequate maintenance facilities at the terminals and non-availability of requisite resources by way of coaching stock and power.

(d) Although there has been no case of robbery/dacoity in the trains

in Barsoi-Azamnagar section, yet the following preventive measures are being taken to prevent robberies/dacoities in passenger trains:

(i) All important and vulnerable night passenger trains are provided with Government Railway Police escorts.

(ii) Plain clothed staff of Government Railway Police keep on eye on movement and activities of criminals.

(iii) Drives are launched by Government Railway Police with the co-operation of the District Police to apprehend culprits.

(iv) Surprise checks on performance of duties of the escorts are conducted by supervisory officers of Government Railway Police.

(v) Vestibuled doors of coaches are closed between 2200 hrs. and 0600 hrs.

(vi) TTEs/Attendants/Conductors of coaches have instruction to remain vigilant and prevent entry of unauthorised persons into the coaches particularly reserved compartments.

(vii) 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.

मेडिकल कालेजों में कमजोर वर्गों के लिए सीटों का आरक्षण

1517. श्री नवीन रत्नाणो: क्या स्वास्थ्य और परिवार कल्याण मंत्री निम्नलिखित जानकारी दर्शाने वाला एक वक्तव्य सभा पटल पर रखेंगे :

(क) क्या विभिन्न राज्यों तथा संघ राज्य क्षेत्रों में मेडिकल कालेजों में हरिजनों, अनुसूचित जातियों, आदिवासियों, अल्प संख्यकों,

अनुसूचितों, तथा विकलांग व्यक्तियों और समाज के कमजोर वर्गों के लिए सीटों के आरक्षण के बारे में कोई नियम विनियम: कसौटी, सिद्धान्त, आदेश और प्रक्रियाएं हैं;

(ख) यदि हां, तो तत्संबंधी ब्योरा क्या है और यदि नहीं, तो उस के क्या कारण हैं ;

(ग) क्या विभिन्न पक्षों तथा संगठनों द्वारा 1977 से 1980 के बीच उक्त मांग की गई है ;

(घ) यदि हां, तो सरकार द्वारा उस पर क्या कार्यवाही की गई है और सरकार की उस पर क्या प्रतिक्रिया है ; और

(ङ) भारत के प्रत्येक मेडिकल कालेज में उक्त आरक्षण के आधार पर कितने विद्यार्थी शिक्षा प्राप्त कर रहे हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) :
(क) से (ङ) सूचना एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

प्राथमिकता वाले रेल बंगन

1518. श्री दया राम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस आणय की गिरावटें मिलनी हैं कि गन्तव्य स्टेशनों पर रेल बंगनों के लिए प्राथमिकता दिए जाने तथा माल चढ़ाने वाले स्टेशनों द्वारा इस आणय की उचित सूचना प्राप्त किए जाने के बावजूद माल चढ़ाने वाले स्टेशनों इस प्राथमिकता की ओर कोई ध्यान नहीं देते हैं जिस में व्यापारिक गतिविधियों में बाधा बढ़ती है; और

(ख) यदि हां, तो क्या सरकार का विचार गन्तव्य स्टेशनों तथा माल चढ़ाने वाले स्टेशनों के बीच उचित समन्वय के लिए अनुदेश जारी करने का है ताकि प्राथमिकता और माल चढ़ाने के कार्यों में गड़बड़ को टाला जा सके ?