

secretary and the director shall not also be a secretary. There is no particular provision that only a person qualified in a particular examination should be the secretary. Certainly I have got every sympathy for these people who have passed this examination and we shall examine the suggestion made by the hon. Member.

श्री हरदयाल बेवगुण : मेरा प्रश्न यह था कि जब सरकार ने इन प्रशिक्षित सचिवों को उपलब्ध करने के लिये यह परीक्षायों प्रारम्भ कीं तो क्या उस के बाद आवश्यक हुआ तो कम्पनी ऐक्ट में संशोधन कर के उन लोगों के लिये स्थान उपलब्ध करने की योजना बनायेगी। दूसरी बात यह है कि कम्पनियों में जो यह प्रथा है कि सरकारी कर्मचारियों को रिटायर होने के बाद या रिटायर होने से पहले वह भरती कर लेती है, ऐसे लोगों को भरती न किया जाय और यह कुप्रथा समाप्त हो सके, इस के लिए क्या सरकार कम्पनी ला में यह संशोधन करेगी कि केवल ऐसे क्वालिफाइड. पर्सोनल को ही अब से कम्पनियों में लिया जाये ?

SHRI RAGHUNATH REDDI : I had already answered the question; this question will be looked into and the hon. Member's suggestion will be examined.

SHRI S. KUNDU : It is not only the case of company secretaryship. There are various other courses connected with the development of numerous subjects, such as export promotion courses, courses for industrial engineers, industrial management, etc. In developing countries, three per cent of their capital investment is spent on research and development whereas in India both in the public and private sector companies, less than 0.5 per cent of the capital investment is spent on this. Would the Minister issue a directive that at least 3 per cent of the capital investment should be spent on research and development.

MR. SPEAKER : How does it arise out of this question ?

SHRI S. KUNDU : Unless it is binding on them, they would not keep these

young people in employment, after training them. Certain amount must be set apart for research. Otherwise, secretaries, industrial engineers, etc. would not be employed.

MR. SPEAKER : I do not think that he can answer the question about research. The question is limited to unemployment among diploma holders. I do not think it arises out of this question and we should not waste the time of the House in arguing about it.

श्री राम चरण : क्या सरकार के पास कोई ऐसे आंकड़े हैं कि कितने विद्यार्थी बाहर से डिप्लोमा ले कर के कम्पनी ऐक्ट का यहाँ प्राये और उन्हें काम नहीं मिला। इसलिये वे फिर विदेशों में, अमरीका और इंग्लैंड आदि को चले गये, तथा सरकार ने अब तक कितने लोगों को काम दिया है ?

SHRI RAGHUNATH REDDI : As far as the examination conducted by us is concerned, we have 131 persons who qualified in the diploma examination for company secretaries. I have no figures about people who had passed in England.

गया के निकट रेलवे सम्पत्ति की चोरी

*1681. श्री शिवपूजन शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पुलिस ने गया के निकट रेलवे की लाखों रुपये की चोरी करने वाले एक गिरोह का पता लगाया है;

(ख) यदि हाँ, तो इस सम्बन्ध में कितने व्यक्ति गिरफ्तार किये गये तथा वे व्यक्ति कहां-कहां के रहने वाले हैं; और

(ग) सरकार ने उनके विरुद्ध क्या कार्यवाही की है तथा चुराया गया कितना सामान उनसे बरामद हुआ है ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : (a) No, Sir. The correct position is that there has been a case of diversion of wagons at Manpur,

near Gaya on Eastern Railway, wherein wagons containing consignments of linseeds booked ex-Sitamarhi (North Eastern Railway) to Chitpur (Eastern Railway) valued at Rs. 50,000/- were fraudulently diverted to Manpur after being transhipped at Garhara and taken delivery on forged Railway Receipt.

(b) Two. They belong to village Mebi, Police Station Meju, District Allahabad and Gaya respectively.

(c) Government Railway Police, Gaya started case No. 6 dated 8.2.68 u/s 419/420/467/468 and it is still under their investigation.

श्री शिवपूजन शास्त्री : मैं जानना चाहता हूँ कि मुजरिमों में स्थानीय लोग कितने थे ?

SHRI PARIMAL GHOSH : The information received from the General Manager, Eastern Railway, is that there has actually been no case of fraudulent diversion of wagons at the Gaya station but there have been two cases of this kind at Manpur, near Gaya station, and our investigation has revealed that there is one person, a local man of Gaya, who was involved in this and he has been arrested and the matter is under investigation.

श्री शिवपूजन शास्त्री : क्या रेलवे कर्मचारियों का भी इस में हाथ है ?

SHRI PARIMAL GHOSH : We made some detailed enquiries into this case and it has also been revealed that there are some railway employees also involved in this.

श्री क० ना० तिवारी : मैं जानना चाहता हूँ कि बिहार गवर्नमेंट ने केवल फूडग्रैज के लाल के लिए रेलवे पर क्या पांच से छः करोड़ रुपये का दावा नहीं किया है ? मैं जानना चाहता हूँ कि रेलवे, गुड्रज जो एक जगह से दूसरी जगह ले जाती है और उस में जो पिलफेज होता है उस से ले कर गवर्नमेंट को बिहार को कितना क्लेम हर साल देना पड़ता है ? मैं यह भी जानना चाहता हूँ कि इस एरिया के कितने आदमी एरेस्ट किये गये

हैं पिछले तीन साल के अन्दर और इनको क्या-क्या सजायें दी गई हैं ?

SHRI PARIMAL GHOSH : I do not have the detailed information at this stage. I am prepared to enquire into the matter and let him know.

SHRI RANGA : The question is, was there any claim made by the Bihar Government against the Railway Board.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : For each State area, we do not have the figures readily available. If the hon. Member puts a separate question, I will certainly get the information.

SHRI RANGA : It is just a question of fact.

SHRI C. M. POONACHA : Claim in terms of value and money ?

SHRI RANGA : Has the Bihar Government made any claim at all against the Railway Board ?

MR. SPEAKER : The Minister may not have the figures; but have that Government made any claim, in general ?

SHRI C. M. POONACHA : I do not have that information. I will try to get the information and furnish it to the hon. Member.

SHRI D. N. PATODIA : At various places, and particularly in Moghulsarai, there is an organised gang involved in theft and pilferage, and in which goondas are involved, the administration is involved and the railway police is also involved, and various other merchants are also involved. Is it a fact that articles are being regularly pilfered in the knowledge of the administration and, if so, is the Railway Minister aware of this and what positive steps have been taken to prevent this ?

SHRI PARIMAL GHOSH : There have been some cases of pilferage in which some of the railway staff were also involved. We have taken this matter in to consideration. Necessary action is being taken;

the Railway Protection force has been deployed there and we are taking all the precautions that are necessary.

SHRI D. N. PATODIA : My question is, are they aware of this, that there is a gang in which the railway police and the railway people are involved. Are they aware of it ?

SHRI PARIMAL GHOSH : We are aware of some cases where the railway staff are involved.

SHRI D. N. PATODIA : Therefore, what have you done about it ?

श्री उच्चल सिंह : कानपुर वगैरह जितने भी इम्पार्टेंट रेलवे स्टेशन् हैं और वहाँ जितने भी गुड्स शैड्स हैं उन से सब में क्या यह सच नहीं है कि करीब-करीब चोरियां होती हैं और करोड़ों रुपये का माल सालाना चोरी जाता है ? यदि हां, तो उसको रोकने के लिए गवर्नमेंट ने क्या किया है ?

SHRI PARIMAL GHOSH : These sorts of things are to some extent prevailing in some places. But in many of the stations and yards where large-scale transshipment is taking place, we are now deploying the RPF people to patrol all those areas and particularly in those areas which are virtually notorious for this sort of thing.

SHRI DINKAR DESAI : There is a feeling that pilferage on our railways is increasing in recent years. I would like to know whether this feeling is correct and, if so, what steps the Government, the Railway Board and the Minister will take in order to see that pilferage is reduced to the minimum, I would also like to know what is the total loss that the railways are suffering due to pilferage, on an average, annually during all these years ?

SHRI PARIMAL GHOSH : So, far as pilferage is concerned, the railways are suffering a loss to the tune of Rs. 5 crores a year. This pilferage is taking place almost in every yard, as I have stated. There have been some instances where the increase has been noticed. We are quite

aware of it and necessary steps are being taken in this direction.

SHRI S. KANDAPPAN : It is equal to the total loss incurred by uneconomic lines.

SHRI C. M. POONACHA : Such an equation could be made.

श्री सैयद अली : रेलवे की जो चोरियां होती हैं, उन में क्या रेलवे प्रोटेक्शन फोर्स के लोग भी शामिल होते हैं, यदि हां, तो उसका क्या इन्तजाम किया गया है ?

SHRI C. M. POONACHA : There have been such instances and very stringent action is being taken and such of those Railway Protection Force people as are proved to have had a hand in these un-social activities are immediately removed from service.

श्री श्री० प्र० त्यागी : मुगलसराय जंक्शन पर और उस नगर में कोई कोयले का डिपू नहीं है परन्तु तमाम बस्ती कोयला इस्तेमाल करती है। यह कोयला कहाँ से आता है ? क्या यह सही नहीं है कि वह सारा कोयला मुगलसराय के यार्ड से चोरी हो कर आता है ? क्या सरकार का ध्यान इस ओर आकर्षित हुआ है ? अगर हुआ है तो गवर्नमेंट क्या इसके लिए कोई इनक्वायरी कमिशन नियुक्त करने का विचार कर रही है या उसने कोई इनक्वायरी करवाई है और अगर करवाई है तो उसकी रिपोर्ट क्या है ?

SHRI C. M. POONACHA : This necessarily brings out the fact as relating to the overall law and order situation. These pilferages do take place on the railways and to goods in transit. At best, the railways can bring these facts to the notice of the State Governments and seek their assistance to prevent such pilferages taking place on the railway premises. The RPF has limited powers and functions, and they protect railway property, but for registering complaints and arresting culprits, it is only the local police who have the power, not the RPF. The RPF can at best do the

watch and ward duties. Beyond that, the Government Railway Police are the authority connected with it, and we have to seek their assistance. They have been rendering all the help to us and both the State Governments and our Watch and Ward Organisation have been doing their best to prevent such pilferages taking place on the railways.

SHRI VIKRAM CHAND MAHAJAN:

What measures have been taken to prevent pilferages before 1947 and what additional measures have been taken since then to protect the railway property ?

SHRI C. M. POONACHA : Earlier, we had the normal watch and ward ; that is when the Railway Protection Force was not there. Subsequently, under an Act of Parliament, the Railway Protection Force has been brought into existence.

SHRI S. KANDAPPAN : And the pilferage has increased.

SHRI C. M. POONACHA : And along with it the volume of traffic has increased ; the number of people travelling has increased ; everything has increased and proportionately these pilferages and things like that must have increased. (Interruption). It is not as if I am trying to defend it. It reflects on the overall law and order situation in the country. We have got to do our best to see that these things are not on the increase, and every effort is being made. Further—more, we have the dog squad. Some yards are being patrolled by our R. P. F. dogs and that has had very good results, since two or three months these dogs have been patrolling—it is a matter of interest—some of our railwaymen have been caught by these dogs. This is also a fact. So everything that is necessary is being done.

रेलवे में लागू नियमों का संशोधन

*1682. श्री श्रींकार लाल बेरबा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में इस समय लागू अधिकांश नियम 1880 में बनाये गये थे ;

(ख) यदि हां, तो क्या सरकार का विचार यातायात बढ़ जाने के कारण तथा हाल में हुई दुर्घटनाओं के संदर्भ में इन नियमों में संशोधन करने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARI-MAL GHOSH) : (a) Presumably the reference is to the General Rules for all open lines of Railways in India administered by the Government. These rules were made in 1929 and not in 1880.

(b) and (c). These rules are constantly kept under review and necessary amendments are made as and when required, safety considerations being paramount.

श्री श्रींकार लाल बेरबा : मन्त्री महोदय ने बताया है कि ये नियम 1929 में बनाए गए थे। मैं इस से बिल्कुल सहमत नहीं हूँ। 1880 में बनाए गए ये नियम आज तक चले आ रहे हैं। उन नियमों के अनुसार जब गाड़ी तीन स्टेशन पहले छूटती है, तो तीन घंटी होती है; जब गाड़ी पिछले स्टेशन से छोड़ दी जाती है, तो पांच घंटी होती है, जब गाड़ी स्टेशन पर आती है, तो एक घंटी होती है; जब गाड़ी में पानी भर दिया जाता है, तो सात घंटी होती है और जब गाड़ी चालू होती है, तो दो घंटी होती हैं। अभी तक वही पुराना टेबलेट का कंट्रोल सिस्टम चला आ रहा है। केवल इतना ही परिवर्तन किया गया है कि सिग्नल नीचे करने के बजाये ऊपर कर दिया जाता है। कंट्रोलर से कोई हिदायत नहीं दी जाती है। मंत्री महोदय स्वयं भी नहीं जानते हैं कि इन तीन, पांच या सात घंटियों का क्या मतलब है। पहले जब सिग्नल नीचे होता था, तो सब को मालूम हो जाता था कि सिग्नल डाउन हो गया है, लेकिन उस के स्थान पर जो नई व्यवस्था की गई है, उस से ड्राइवर और गाड़ चालक सिग्नल को नहीं देख सकते हैं। मैं यह ज्ञानना चाहता हूँ कि क्या यह सही नहीं है कि