

world that whichever countries supply arms to Pakistan willingly or unwillingly are creating conditions of destabilisation in this part of the world and so no Government should do it and that India will take it as an unfriendly act? May I know whether we are prepared to offer to Pakistan a no war pact, so that we can remain in peace?

SHRI P. V. NARASIMHA RAO: While I would not term it as an unfriendly act because it has a certain technical connotation, I would submit that this is precisely what we have been trying to impress upon all the countries for the last six months. There has been some effect and we feel that we have succeeded to some extent. So far as no war pact is concerned, it is well-known that we have offered it and in fact, the latest thinking is that the Simla Agreement itself constitutes a no war pact.

Ways and means to eliminate accidents on Indian Railways

*174. **SHRI K. A. RAJAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether he had urged the Research Designs and Standards Organisation (RDSO) of Railways while addressing the 17th meeting of the Central Board of Railway Research to find ways and means to eliminate accidents from the Indian Railways caused by mechanical or technical failure;

(b) if so, whether the RDSO has made any effort in this regard thereafter; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The improvement in the designs and specifications of track structure, vehicles and Signal and Telecommunication Gear is an on-go-

ing Research and Development activity of Research Designs and Standards Organisation.

SHRI K. A. RAJAN: Addressing the 17th meeting of the Central Board of Railway Research, the Union Minister urged the Research, Designs and Standards Organisation of the Railways to find ways and means to eliminate accidents from the Indian Railways caused by mechanical or technical failure. He had also stressed the need for minimising the import of equipment from abroad.

In the light of the above statement, I would like to know from the hon. Minister, (a) What are the activities assigned to be undertaken by the RDSO? (b) Has the RDSO undertaken any research for developing a new braking system to avoid possible accidents?

SHRI MALLIKARJUN: It is true that the hon. Minister at a meeting of Central Board of Railway Research addressed by him on 31-3-80 stressed this aspect on officials of RDSO. In that meeting, the Minister had asked them to evolve a mechanism to avoid frequent occurrence of accidents.

The hon. Member desired to know whether any brake system had been developed by the RDSO. It is true that an air brake system has been developed to increase the braking power of all the trains.

Apart from that, modification in the brake system has been done to bring about 80 to 120 per cent improvement in case of the tare weight.

There are many other research activities being conducted by the RDSO. For example, in signalling and telecommunications, they have developed automatic lifting barriers at level crossing gates. While the train is running due to some other reason or in the event of any incapacitation

of the driver or sudden heart attack, they have developed a vigilance control device which will come into operation and the train will come to an automatic halt.

SHRI K. A. RAJAN: I would like to know specifically from the hon Minister whether Mr. A. R. Fernandez has submitted a hydro-pneumatic brake system patented in the year 1966, to RDSO? Have the Railways received the drawing and other details thereof? If so, what action has been taken on that particular thing?

SHRI MALLIKARJUN: At the moment, I do not have any information about it. But as the hon. Member desires, I will seek the information from the RDSO whether they have taken cognisance of the system developed by a citizen of this country, Mr. Fernandez.

रेलगाड़ियों में लूट और डकैती की घटनाओं को रोकने के लिए अतिरिक्त पुलिस सहायता

* 175. श्री छीतूभाई गामतः
श्री जी. बाई. कृष्णनः

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेल गाड़ियों में हाने वाली लूट और डकैती आदि की घटनाओं को देखते हुए केन्द्रीय सरकार ने राज्य सरकारों से, विशेषकर रात्रि के लिए, अतिरिक्त पुलिस सहायता की मांग की है जिससे भविष्य में ऐसी घटनाओं की पुनरावृत्ति न हो, और

(ख) यदि हां, तो रेल यात्रियों की सुरक्षा के लिए सरकार ने क्या ठोस कार्यवाही की है?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir..

(b) Policing being a State subject, the responsibility of safety of passengers and their belonging rests with the government railway Police which functions under the State Governments. They are taking the following preventive measures in this regard:

(1) Escorting of important trains at night by armed guards of Government Railway Police of concerned State Government.

(2) Beat patrolling at stations platforms/waiting halls.

(3) Surveillance over criminals and known bad characters.

(4) Checking of night trains by supervisory officers.

(5) Posting of armed pickets at vulnerable stations.

(6) Special squads of C.I.D. of the State Governments take up investigations of important cases to apprehend the gangs responsible for these crimes.

Besides, the Railway, on their part, take the following action:

(1) The Railways maintain close liaison with the State Police authorities at all levels.

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

(3) TTEs|Attendants|Conductors have instructions to remain vigilant to prevent entry of unauthorised persons into reserved compartments

(4) Whenever 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