

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

whenever required. Over, 2,000 armed Railway Protection Force personnel have been deployed to assist Government Railway Police in escorting the affected trains in vulnerable sections all over the Indian Railways.

(5) With a view to having a prompt channel of communication to the armed police guards whenever alarm chain is pulled at night as also to alert the passengers about the possibility of a crime in such a situation, orders have been issued fixing a standard alarm chain whistle code of two sharp and one long blast of train engine whistle. This standard code has been made known to all police authorities so that when such an alarm is sounded, the Police escorts could split in parts and detrain on both sides of the train to apprehend the escaping criminals.

(6) Police escorts have been provided accommodation in the centre of the train.

(7) With a view to improving lighting arrangements on both sides of the train after it stops, a special lamp which is supposed to provide sufficient light to clearly spot moving object within about 200 yards is under experiment.

(8) A post of DIG|chief Security Officer (anti-dacoity) is being created in the Railway Board to strengthen measures from the Railway side in dealing with the problem of crimes in trains.

श्री छोटूभाई गाम्बिर : देश में सफर करने वाले पैसेंजर्स के साथ चोरी डकैती की घटनाएँ घटित होती रहती हैं जो कि अखबारों में पढ़ने को मिलती रहती हैं। रेल मंत्रालय की ओर से पैसेंजर्स की सुरक्षा के लिए क्या उपाय किए जा रहे हैं यह जानकारी लेने के लिए मैंने यह प्रश्न पूछा था। मंत्री महोदय ने इसका विवरण भी दिया है। मैं जानना चाहता हूँ कि देश के किन किन

भागों में और कौन सी रेलों पर ज्यादा संख्या में ये चोरी डकैती की घटनाएँ होती हैं और उनका क्या कारण है और उनको रोकने के लिए क्या उपाय किये जा रहे हैं?

SHRI C. K. JAFFER SHARIEF: It is the general law and order situation which is reflecting on the Railways also. As has been mentioned in the statement, the Government Railway Police have taken a number of measures. They are:

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 Railways 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 whenever required...."

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Chandigarh-Ludhiana Rail Link

*1267. PROF. NARAIN CHAND PARASHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the project to link Chandigarh with Ludhiana by a direct Railway line has been surveyed and sanctioned;

(b) if so, the findings of the survey as also the estimated cost of the Project; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):
(a) to (c): A final location (engineering) survey for the construction of Jagadhri-Chandigarh-Ludhiana rail link was carried out during 1971-73, which revealed that Chandigarh-Ludhiana portion (BG, 95 kms) would cost Rs 19.76 crores (at 1971-72 price level) and was not financially viable. In view of the limited finan-

cial resources which are not adequate even to progress the schemes already in hand, it has not been possible to undertake the construction of this rail link so far. However, the entire matter regarding policy for construction of new railway lines has been entrusted to a National Transport Policy Committee and their report has just been received by the Planning Commission. The proposed rail link would be given due consideration in the light of the accepted recommendations of this Committee.

Wagons for Essential Commodities for Tripura

*169. SHRI AJOY BISWAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that essential commodities are not reaching Tripura due to shortage of wagons;

(b) if so, the steps taken by Government in this regard; and

(c) the number of wagons which carried essential commodities to Tripura during the last five months (month-wise)?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF)
(a): No.

(b) Does not arise.

(c) :

Commodity	Jan '80	Feb. '80	March '80	April '80	May '80	Tot. I
Foodgrains	425	592	441	549	929	2936
Salt	34	127	117	51	36	365
Sugar	13	35	45	58	38	189
Cement	49	46	82	264	75	516
Pulses	10	23	27	3	4	67
Edible Oil	9	9	20	8	27	73
Steel	12	33	41	31	32	149
' Total	552	865	773	964	1141	4295