

Regulations, 1958, laid on the table on the 11th September, 1958, namely:—

omit item No. (8)."

The motion was negatived.

Shri Harish Chandra Mathur: Motion No. 4 regarding item No. (12) may be put.

Mr. Speaker: It is a general one relating to the agreement between Government and the Public Service Commission. The hon. Minister has said he will examine and if it is constitutional, he would have it; otherwise he would not. In view of this, I do not think the hon. Member will press it.

Shri Harish Chandra Mathur: My mind is quite clear about it.

Mr. Speaker: I take it that the other motions are not being pressed.

The motions were, by leave, withdrawn

Mr. Speaker: One motion has been carried. I need not put the original rules, because these are not amendments, but they are treated as resolutions.

The House will now proceed with the next item on the agenda.

14.56 hrs.

CONVICTION OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following communication dated the 15th November, 1958, from the Judicial Magistrate, First Class, Belgaum City:—

"I have the honour to inform you that Shri Balasaheb Patil, Member, Lok Sabha, was arrested by the Police Sub-Inspector, Belgaum city, on the 3rd November, 1958, at 17.00 hrs. at Belgaum for offences under sections

135(iii) and 149 of the Bombay Police Act, 1951, for contravention of the orders issued by the District Magistrate, Belgaum, under section 37(3) of the said Act and was convicted by me for the said charge and sentenced to undergo one month's rigorous imprisonment and to pay a fine of Rs. 100, in default to suffer rigorous imprisonment for 15 days under section 149 of the Bombay Police Act. He was also held guilty under section 135(iii) of the Bombay Police Act and was sentenced to pay a fine of Rs. 50/-, in default to suffer simple imprisonment for 15 days. The conviction was accorded on the 8th November, 1958 and the prisoner was forwarded in custody to the Central Prison, Belgaum for undergoing his sentence. He was given Class I."

Shri Braj Raj Singh (Firozabad): When was the conviction made?

Mr. Speaker: Conviction was made on the 8th November. Parliament was not in session then. The House met only yesterday and today it has been brought up.

14.58 hrs.

DISCUSSION RE: INSECURITY OF LIFE IN RAILWAY TRAVEL—contd.

Mr. Speaker: The House will now resume further discussion on the insecurity of and danger to life and property in Railway travel and protection of Railway staff against Police and other officials who violate Railway rules raised by Pandit Dwarka Nath Tiwari on the 27th September, 1958. Pandit D. N. Tiwari may continue his speech.

Shri Braj Raj Singh: What is the time allotted?

Mr. Speaker: Two hours.

वंशित हा० ना० सिधारी (केसरिया) :

अप्यक्ष महोदय, कुछ दिनों से रेलवे में चोरियों, डकैतियों और मछें की संख्या बढ़ती जा रही है और इस कारण देश में एक भय सा उत्पन्न हो गया है। लोगों के दिलों में यह सन्देह हो गया है कि रेलों में यात्रा करना मयावह है और सेफ़ नहीं है। इस सम्बन्ध में मैं पिछले दो महीनों के वाक्यात का हवाला देना चाहता हूँ। इस प्रकार की घटनाएँ पहले भी होती थीं, लेकिन इधर दो महीनों में उन की संख्या बहुत अधिक बढ़ गई है।

14.59 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

मेरे एक प्रश्न के उत्तर में मुझे यह सूचना दी गई कि रेलवे गोदाम, राक्सौल, में चोरी हुई और उस में रेलवे का स्टाफ़ साथ में पाया गया। जब वे लोग कपड़े वगैरह ले जा रहे थे, तो उन को ग्रेस्ट किया गया और उन पर केस चला।

दूसरा इन्स्टेंस प्रवच-तिरहुत मेल का है, जो इस प्रकार है—

"A sensational dacoity in the running Oudh-Tirhut Mail was committed on Friday last in the night between Katihar Rly. Station and Thana Bihpur when dacoits armed with daggers forced a passenger to surrender all his belongings including cash and later walked out of the train when it steamed in Thana Bihpur."

इतना ही नहीं, वे लोग डकैती कर के सामान ले गये और फिर उन्होंने थाना बीहपुर स्टेशन पर जाय भी पी। जब जी० प्रार० पी० को इस बारे में इन्फ़ॉर्मेशन दी गई, तो उन्होंने जवाब दिया कि स्टेशन में जी० प्रार० पी० को खबर दो। जब तक उन को खबर पहुँची, तब तक वे लोग शायद हो चुके थे। यह समाचार १६ सितम्बर के इंडियन नेशन में निकला था।

15 hrs.

अब मैं आप के सामने इस प्रकार की बारदातों का और हवाला देना चाहता हूँ :

"Track Tampered for looting

Samastipur, September 16.

The Government railway police, who conducted investigation into the cause of the accident of the ill-fated 2 Down Mail train, has come to the conclusion, it is reliably understood, that the track was tampered with for derailling and looting the properties."

इसके बाद डकैती की एक और घटना देखिये :

"Armed men enter train
Passengers robbed

Katihar, September 16.

Armed men entered a compartment of a running mail train between Katihar and Bihpur stations on the Katihar-Barauni section of the North Eastern Railway on Friday night and forced passengers to surrender whatever cash or valuables they were carrying on the point of dagger."

अब मैं इस सम्बन्ध में इंडियन नेशन का एक कमेंट पढ़ कर सुनाना चाहता हूँ :

"Odds & Ends

Train robberies in North Bihar are on the increase. They are inconveniencing the public greatly. There are reports that robberies are committed with impunity. But we note that robbers have a sense of humour. The PTI reports that train robbers recently relieved the officer-in-charge of the Katihar police station of his suit-case, containing about one thousand rupees. The public are not disposed to shed tears for the loss of the police officer"

एक घोर घटना इस प्रकार है—

"Students attack train:

Two railway employees hurt.
Gorakhpur, October 10.

A railway officer and a dining car bearer were injured when a crowd of nearly one thousand students attacked the One Up Lucknow-bound train this morning and pelted stones and brickbats at Bhandapur Rani station on the Sawan-Gorakhpur section of the N. E. Railway, according to a message received at the headquarters of the N. E. Railway here."

ये सब घटनाएँ एन० ई० रेलवे की ह। अब
एक घोर घटना का समाचार सुनिये—

"Train accident at Bihpur

Katihar, Oct. 10.

The brake van of a Katihar-bound goods train on Katihar Barauni section of the North Eastern Railway capsized and two other wagons derailed in the small hours of Wednesday night at Thana Bihpur railway station, 46 miles from here, when an engine engaged in marshalling operations knocked the rear of the brake van by accident, according to a report received here."

अब रेलवे में होने वाली चोरियों के बारे में
एक समाचार देखिये—

"Thefts from N.E.R. on
increase.

Samastipur, November 2.

Thefts and pilferage of goods in transit in the N. E. Railway seem to have greatly increased and the R. P. F. appears to be of no utility in checking or detecting the fast increasing menace. In Samastipur Sub-division alone claims for damages to the tune of more than Rs. 2 lakhs have been

filed against the railways during the last 6 months of which a claim of about Rs. 60,000 has been made by one company alone."

एक समाचार में बताया गया है कि रेलवे
पुलिस के लोग भी चोरी में शामिल होते हैं।

"Four railway policemen held:
Theft charge

The railway police has arrested four members of the Railway Protection Force, including one Sub-Inspector, Ajit Kumar, on a charge of stealing goods from running trains."

This is on the North Eastern Railway.

एक घोर घटना का समाचार इस प्रकार
है—

"Passengers Stone train—75 hurt
Faizabad, September 23.

Seventyfive persons were injured, six of them seriously, when the Mughalsarai Lucknow passenger train yesterday was stopped by some passengers a few miles ahead of Bilharghat station and stones were thrown at squads of special ticket-checking staff and the train. Five ticket collectors and one policeman, who received severe injuries, were admitted to the district hospital at Faizabad."

Mr. Deputy Speaker: Does he
propose to read all the cases?

Pandit D. N. Tiwary: Only a few
cases.

The Minister of Railways (Shri Jagjivan Ram): Are all these cases
covered by the motion?

Pandit D. N. Tiwary: These are
some of the cases. What I wanted to
show is that the incidents like thefts,
robberies and insecurity to safe travel
by passengers are increasing. That
I wanted to impress upon the House
and the railway authorities.

[बैठक नं० ना० विचारी]

विषयगत यह है कि जब इस सम्बन्ध में हाउस में सवाल पूछा जाता है, तो जबाब में कहा जाता है कि यह मामला सा एण्ड ग्रांडर का है, और इस के लिए स्टेट्स रेस्पॉन्सिबल हैं। यह ठीक है कि जिस स्टेट से रेलवे जाती है, वहां की गवर्नमेंट को देखना होगा कि रेलवे पर किसी तरह की वारदात न हो। लेकिन इस के साथ ही साथ मैं यह भी कहना चाहता हूँ कि रेलवे कनसर्न एक व्यापारिक संस्था है, हालांकि वह गवर्नमेंट के हाथ में है और वह एक मानोपली है, और लोगों के सामने सामान लाने ले जाने या स्वयं सफर करने का कोई दूसरा रास्ता नहीं है। रेलवे एडमिनिस्ट्रेशन को यह सोचना होगा कि क्या इन वारदातों की सारी जिम्मेदारी स्टेट्स पर डाल देना काफी है और क्या उस को स्वयं कोई उपाय काम में नहीं लाना चाहिए। जस्टि सेषन में ग्रानरेबल डिप्टी मिनिस्टर, श्री रामस्वामी, ने इन बातों को चैक करने के बारे में भेजे गए एक सर्कुलर के विषय में प्रश्न का उत्तर देते हुए कहा था कि—

"So far as I am aware, no such circular has been sent, but all steps are being taken to see that offenders are brought to book as early as possible. This is largely a question of law and order, which belongs to the States."

इस पर स्पीकर साहब ने इन्टरबीन करते हुए कहा कि—

"How is it a question of law and order in a running train?"

इस पर मिनिस्टर साहब ने जबाब देते हुए कहा कि—

"Because these dacoits pull the chain and run into the forest which is in the territory of the

State. Our limitations are there. This line passes through forests."

यै रेलवे एडमिनिस्ट्रेशन की फिटिसाइड नहीं करना चाहता हूँ। मैं तो केवल यह चाहता हूँ कि रेलवे एडमिनिस्ट्रेशन और स्टेट्स को मिल कर यह सोचना चाहिए कि किस तरह से इस प्रकार के वाक्यात को रोका जाए। जब कोई दुकानदार या कोई व्यापारी व्यापार करता है, तो उस का सब से पहला फ्रॉन्ट यह होता है कि उस के कारण उस के कस्टमर्स के हितों को नुकसान न पहुंचे। रेलवे के मामले में ग्राहक पैसेंजर्स, कनसाइनमेंट्स और कनसाइनीज है। रेलवे एडमिनिस्ट्रेशन को देखना चाहिए कि उन पर ग्रांभ न आए। जब किसी व्यापारिक संस्था के ग्राहकों को वह मालूम हो कि उस के साथ व्यवहार करने से वे लूट लिए जायेंगे, उन को किसी प्रकार की हानि होगी या वे मर्जर कर दिए जायेंगे तो जब तक वे बाध्य न हों तब तक नहीं आयेंगे। चूंकि रेलवे के भलावा दूसरा कोई रास्ता भाने जाने का नहीं है इसलिए वे बाध्य हो वहां नहीं जायेंगे। अगर यह कम्पिटिटिव बिजिनेस रहता और गवर्नमेंट के मनेजमेंट में ऐसी बात होती तो लोग दूसरी जगह जा सकते थे या दूसरी सर्विस से फायदा उठा सकते थे। लेकिन अब तो कोई और चारा ही नहीं है। इसी रास्ते से उनको जाना घाना होता है।

मैंने एक कम्पेरेटिव स्टेटमेंट मांगा था और पूछा था कि किस साल में कितनी मर्बंस हुईं, कितनी ठकीतियां हुईं, कितनी रौबरोज हुईं। उसका तखमीना मेरे पास आया है। फारेन कंट्रीज में रेलों में ऐसी कितनी वारदातें हुई हैं, इसके आंकड़े तो मेरे पास नहीं हैं लेकिन जो आंकड़े सप्लाइ किये गये हैं उनको देखने से पता चलता है कि रनिंग ट्रेंस में १९५३ में ७ मर्बंस हुईं और स्टेशन प्रेमिसिज में १५ मर्बंस हुईं। १९५४ में रनिंग ट्रेंस में ८ मर्बंस हुईं और स्टेशन पर १२

मई से हुई । १९५५ में ९ मई से हुई और
स्टेज पर १७ मई से हुई । राबरीज रनिंग
ट्रेन में १९५३ में ४५ हुई, १९५४ में २७ हुई,
१९५५ में ३४ हुई, १९५६ में ३५ हुई और
१९५७ में ५९ हुई । डकैतियों की भी संख्या
कम नहीं है, उनकी संख्या २७००, २९००
और ३००० तक पहुँची है । अब देखना यह
है कि दिन-प्रति-दिन डकैतियों की जो
संख्या बढ़ती जा रही है, उसका क्या कारण है ।
इसका नतीजा यह होता है कि लोगों में भय
की भावना फैलती है और इसका उपाय करना
बहुत आवश्यक है । मैं मानता हूँ कि ला एण्ड
आर्डर का जो सबजैक्ट है वह रेलवे मिनिस्ट्री
के हाथ में नहीं है । लेकिन हमको देखना यह है
कि हम क्या कर सकते हैं । मैं सजैस्ट करूँगा
कि हमारे रेलवे मिनिस्टर साहब होम मिनि-
स्टर साहब के सत्वावधान में या प्राइम
मिनिस्टर साहब के सत्वावधान में जितनी भी
स्टेट्स हैं उनके चीफ मिनिस्टर्स को बुला कर
या उनके जो ला एण्ड आर्डर के मिनिस्टर हैं
उनको बुला कर और साथ ही रेलवे बोर्ड
के मैनबर्स को बुला कर, उनकी एक कान्फ्रेंस
करें और कोई रास्ता निकालें कि कैसे ये
बारदातें कम हो सकती हैं । गया में चलती
ट्रेन में औरतो के डिब्बे में जजीर खींच कर
बोन घूम गये थे और जब दूसरे मुसाफिर
आए तो वे लोग भागे । यह बात नहीं है
कि पुरुषों के जो कम्पार्टमेंट्स हैं उनमें ही इस
तरह की बारदातें होती हैं, जो लेडीज कम्पार्ट-
मेंट्स हैं उनको भी अब खतरा पैदा हो गया है ।
पता नहीं कब चीन खींच कर कोई बदमाश,
कोई चोर उनके डिब्बे में जा घुसे, उनके
घसबाब को छीन ले या उनकी इज्जत पर
हमला करे । ये सब दिक्कतें हैं, ये कैसे दूर हों,
इसका कोई न कोई उपाय होना चाहिए ।
हमको कम्प्लेसेंट नहीं होना चाहिए ।

श्री जगजीवन राम कुछ रास्ता बताइये ।

पंडित डा० ना० तिवारी रास्ता ही तो
बै बतला रहा है ।

उपाध्यक्ष महोदय : आपने तो अभी तक
वह बताया है कि कान्फ्रेंस करें और रास्ता
निकालें, रास्ता नहीं बताया है ।

पंडित डा० ना० तिवारी रास्ता भी
भागें बस कर बताऊँगा, अभी मुझे और
बोसना है ।

आपके पास रेलवे प्रोटेक्शन फोर्स है
और उसके सिपाही कभी कभी कुछ गाड़ियों
के साथ चलते हैं । क्या उनका व्यवहार होता
है, किस तरह से वे लोग अपना काम करते हैं,
क्या उन पर सुपरविजन भी होता है या नहीं,
इन सब चीजों की तरफ आपका ध्यान जाना
चाहिए । मैंने देखा है कि जो दो चार प्रोटेक्शन
फोर्स के भ्रामरी गाड़ी के साथ जाते हैं वे अपनी
बन्दूकें लेकर गाड़ी में सो जाते हैं और अगर
जागें भी होते हैं तो कोई बारदात हो जाती
है तो जल्दी से नहीं निकलते हैं । मैंने देखा है
कि दिन के वक्त ट्रेन का सिगनल पुलिस
दुआ, हमारे साथ सिपाही फस्ट क्लास में बैठा
दुआ था, गाड़ें इत्यादि तो इधर उधर दौड़
रहे थे लेकिन वह निकलने को रजामन्द नहीं
दुआ । काफी देर के बाद वह निकला ।

बात यह है कि जो रेलवे प्रोटेक्शन फोर्स
के लोग होते हैं वे स्टेट्स से मगनी पर आते
हैं, स्टेट्स से उनको लिया जाता है और उनकी
जो सर्विस होती है वह स्टेट्स के प्रन्दर ही
रहती है । उनको कोई परवा नहीं होती है
कि रेलवे अधिकारी उनसे नागज हैं ।

श्री जगजीवन राम : आपका मतलब
शायद प्रोटेक्शन फोर्स से नहीं, जी० धार०
पी० से है ।

पंडित डा० ना० तिवारी : जी० धार०
पी० से ही सही । उनको यह परवा नहीं होती
है कि कोई उनके काम से नाबुख है या कोई
नाराज है । मैं चाहूँगा कि रेलवे ट्रेन में जितनी
भी पुलिस ट्रेबल करे, चाहे वह जी० धार०
पी० की हो या रेलवे प्रोटेक्शन फोर्स हो,

[पंडित डा० ना० सिबारी]

वे रेलवे के घण्डर होनी चाहिए। अगर ऐसा हुआ तो जो बारदातें होती हैं, डकैती की या चोरी की या भंडेर की, उनकी इन्कवायरी बे ठीक तरह से कर सकेंगे तथा रेलवे के हाई आफिशल्स उन पर सीधे कंट्रोल रख सकेंगे। आवश्यक होता यह है कि ये लोग एक दो या चार पांच बरस के लिए भाते हैं और फिर वापिस चले जाते हैं। जब वे यह जानते हैं कि उनको वापिस चले जाना है तो वे अपनी रिसपासिबिलिटी फील नहीं करते हैं। जब उनको यह भी मालूम होता है कि उनकी कोई तरक्की इत्यादि नहीं होने वाली है, तो उनके मन में जो कुछ भाता है उसे वह करते हैं जो इच्छा होती है करते हैं और जो इच्छा नहीं होती है नहीं करते हैं। मैं चाहता हूँ कि उनके ऊपर जो सुपरविजन है वह कुछ और स्ट्रिक्ट होना चाहिए।

जो सिपाही ट्रेन्स के साथ चलते हैं उनकी संख्या बहुत कम है। सब गाड़ियों के साथ वे जा भी नहीं सकते हैं। सब गाड़ियों की देखभाल वे नहीं कर सकते हैं। मैं मानता हूँ कि यह समस्या बहुत बड़ी है। रेलों सारे देश में फैली हुई हैं और हर स्थान पर पुलिस नहीं रखी जा सकती है, रेलवे प्रोटेक्शन फोर्स नहीं रखी जा सकती है। लेकिन आपको देखना होगा कि किन किन लाइन्स पर ज्यादा केसेज होते हैं, किन किन एरियाज में ज्यादा केस होते हैं, किन किन ट्रेन्स पर ज्यादा केस होते हैं और उनको मार्क करना होगा। जब ऐसा हो जाए तो उन एरियाज के लिए हमको ज्यादा स्टाफ देना चाहिए, उन एरियाज की प्रोटेक्शन की तरफ हमारा ज्यादा ध्यान होना चाहिए। सब ट्रेन्स में केसेज नहीं होते हैं, यह आपकी रिपोर्ट्स से ही पता चलता है। दिन में बहुत कम केसेज होते हैं। ज्यादातर केसेज रात में ही होते हैं। तो रात में प्रोटेक्शन देने की तरफ आपका ज्यादा ध्यान होना चाहिए।

रेलवे भन्नासय कई तो करोड़ रुपया खानाना खर्च कर रहा है। अगर एक दो करोड़

रुपया और अधिक प्रोटेक्शन प्रदान करते-कर खर्च किया जाए तो किसी को कोई एतराज नहीं होगा, कोई इसको महसूस नहीं करेगा। आप पैसैंजर्स से लेकर पैसा खर्च करते हैं। उनकी रक्षा के लिए एक दो या चार करोड़ रुपया अगर आप खर्च करना चाहें तो हाउस धन नहीं करेगा और न ही देश के लोग भरभर करेंगे या कोई इसके खिलाफ आवाज उठावेगा।

श्री जगजीवन राम : आपका मंचा क्या है ? क्या आप चाहते हैं कि हर एक डिब्बे में कांस्टेबल बिठाये जायें ?

पंडित डा० ना० सिबारी : यह मैं नहीं कहता। अबतक का जो अनुभव हुआ है उससे मालूम हो गया होगा कि किन-किन ट्रेन्स में और किन-किन सैक्शंस पर मेल्स ट्रेन्स या दूसरी ट्रेन्स में बारदातें होती हैं। अगर कोई कदम नहीं उठाये गये तो दूर जाने वाले पैसैंजर्स की सैफ्टी खतरे में पड़ जाएगी। हमें चाहिए कि खास तौर पर ज्यादा प्रोटेक्शन हम रात में दें। हम फोर्स बढ़ायें लेकिन यह न हो कि वे लोग गाड़ियों में सोयें या बैठे ही रहें। उनको स्टेशन स्टेशन पर उतर कर घूमना चाहिये जिस से जो बहमाश लोग हैं, जो गुंडे लोग हैं वे यह समझें कि इस ट्रेन में प्रोटेक्शन फोर्स है और यदि इसमें कुछ हमने किया तो हम पर घांच घा सकती है, हम पकड़े जा सकते हैं। आपने देखा होगा कि एक जगह पर चार बारदातें हुई हैं। लास्ट सीशन में प्रश्न संख्या ६६५ का जवाब देते हुए मैंने यह कहा था :

"In the last two years four such incidents have occurred at that very place. May I know what steps have been taken by Government to prevent such incidents?"

तो आप जानते हैं कि किस एरिया में, कहां पर और किन-किन गाड़ियों में वे केसेज

बचिक होते हैं और उन एरियाज को आपको सखीह बेनी चाहिये। वहाँ पर हमको ज्यादा प्रोटेक्शन देना चाहिये। अगर बारदातें बढ़ती आवेंगी तो आपको उनकी तादाद भी बढ़ानी होगी। मैं मानता हूँ कि आप हर डिब्बे में सिपाही नहीं दे सकते हैं हर ट्रेन में नहीं दे सकते हैं। लेकिन जो इम्पार्टेंट ट्रेन हैं जो रात की ट्रेन हैं, उनमें तो आपको देने ही चाहियें। इसलिए आपको संख्या बढ़ानी होगी और जरूरत हो तो नई रिक्लूमेंट करनी होगी। सुपरविजन के लिए भी कुछ लोग रखने होंगे और देखना होगा कि काम ठीक से होता है या नहीं।

मैंने आपको बताया है कि प्रोटेक्शन फोर्स के सिपाही ठीक से काम नहीं करते हैं गाड़ी में सो जाते हैं। इसका नतीजा यह होता है कि जो बदमाश लोग या जो चोर डाकू होते हैं वे इनसे भय नहीं खाते हैं। जब बदमाश लोग जान जायेंगे कि इस गाड़ी में पुलिस है तो मेरा अनुमान है कि बारदातें कम होंगी। आबकल ज्यादा हिम्मत पे लोग उसी ट्रेन में करते हैं जिस के बारे में वे जानते हैं कि यह अनप्रोटेक्टिड जा रही है।

उपाध्यक्ष महोदय, आज भारतीय रेलों में नाइफ इनसिक्पोर है और यात्रियों के जान व माल के लिए सुरक्षा और प्रोटेक्शन की कोई समुचित व्यवस्था मौजूद नहीं है। मैं हर डिब्बे और हर ट्रेन में रक्षा के तमाम दिन आदमियों का बन्दोबस्त करने के लिए नहीं कहता क्योंकि रेलगाड़ियों में इस तरह की बारदातें दिन में होने का कम चांस रहता है। कहीं कहीं दिन में भी इस तरह की बारदातें हो जाया करती हैं लेकिन उनकी संख्या बहुत कम है। ज्यादातर रात में ऐसे केसेज होते हैं और इसके साथ ही कुछ खास एरियाज भी होते हैं जहाँ कि यह केसेज अधिकतर होते हैं। इसलिए मैं आपसे अनुरोध कहना कि आप इस समस्या पर जरा ग्यानपूर्वक विचार करें। आप इसके लिए कान्फेंस बुलायें और वहाँ पर बिस्तार से इस समस्या के समाधान

के हेतु विचार करें क्योंकि अपराधियों द्वारा चूर्म करने के रोज बरोज नये नये तरीके काम में लाये जाते हैं और उनको सफलतापूर्वक रोकने के लिए यह बहुत जरूरी हो जाता है कि हम भी समय समय पर मंत्रणा करें और उनको बन्द करने के उपाय सोचें।

मैं मानता हूँ कि इस विषय में आपकी बचावदेही कम है लेकिन रेलवे के द्वारा ट्रेड होती है और इसलिए आपको यह देखना चाहिए कि जो आपके ग्राहक हैं हमारे जो कनसाइनीज हैं उनका माल और जीवन सुरक्षित रहे। हमारे यात्रियों की टेबिल मैक्र हो सके।

Shri Tangamani (Madurai): Mr. Deputy-Speaker, Sir, I rise to support the previous speaker when he said that it is essential the responsibility of the Railway Ministry to give protection to the life and property of the travellers and also protection to the railway staff and also to any of the allied Central Government staff. He has given many instances of thefts, many instances of attacks on railway passengers. I remember, during the last session, in reply to Starred Question No. 1358, on the 18th September, 1958, the hon. Minister was pleased to state that certain measures have been taken to prevent these occurrences. So far as passengers were concerned, it was stated that five measures had been taken: passenger trains will be escorted regularly by railway police; safety devices will be increased considerably; a special kind of light will be included in the brake van; guards and T. Ts. will be asked to pay special attention to the travellers if they are ladies; women compartments will be in the middle of the train. So far as goods and articles were concerned, we were told that there will be frequent drives against such thefts and prosecutions under section 122 of the Railway Act, that an attempt will be made for co-ordinating with the District police, that many plain-clothed men will set up to detect these men, that valuable commodities will be

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escorted, that armed police will go to vulnerable places and that there was also a certain patent locking of wagons, etc. It is all very good to say that these measures will be taken. But, even after the announcement of this, I am sorry to say that these incidents are on the increase.

I would like to classify them under three or four categories. First are incidents where there is threat to the safety of passengers. For example, when an Express train left Calcutta, the alarm chain was pulled and the train was stopped and a third-class compartment was looted. This happened about 50 miles from Calcutta. That is, I believe, the Mokameh Express, and that was a subject on which some information was given. Recently, between Lucknow and Mogulsarai, a passenger train was stoned. The reason given was that some of these passengers were not given tickets, that the train was overcrowded and the angry passengers pelted stones. The result was 70 passengers received serious injuries.

A different type of offence also happens. To that, I will come later on. In this connection, what I would like to say is, where such things have happened in the past, those areas must be alerted. Another suggestion which I would like to make is this. There are certain Express trains which travel in a particular area after mid-night. The hon. Deputy Minister Shri S. V. Ramaswamy also will bear me out that three important Express trains leaving Madras, pass, after mid-night, Vriddhachalam and they reach Tiruchirappalli before 3 o'clock or 4 o'clock. This is a very opportune time for people who can pilfer, people who can indulge in thefts. Such small thefts are very much on the increase. That particular area can be alerted. If the Railway administration is vigilant enough, they will be able to find out such areas and these instances of thefts can be minimised. On this particular point, I do not propose to develop much further.

The second point is, where the railway employee himself wants to do his duty, I think it is the important duty of the Railway administration to give him the maximum protection. I remember the particular question I raised in the House how enough protection was not given to the Assistant Station-master who was doing his duty in Madras. In the Kodambakkam station, on the 8th October, four persons, in broad daylight at about 1 P.M., surrounded the Station-master and knifed him and there was no protection at all. There was no watch and ward and there was no railway police also. The Deputy Minister said that the four persons were running amuck and we cannot be bothered to give protection to all these way side stations. Surely, I think, it is the responsibility of the administration to give protection to these conscientious employees. What has been done to this particular employee, I would like to know.

Another instance is, where an employee wants to do his duty, external pressure is brought upon that particular employee for having done his duty. Many instances I can give. I will give only one instance. In the Southern Railway, there was a Ticket Collector who was a very conscientious man. He will not allow any one without seeing his pass or ticket. This happened in a station, Sankaridurg near Salem. The poor man who refused to show his ticket or pass happened to be an important person locally and what happened is, he is facing trial under various sections of the Indian Penal Code. I would like the hon. Minister to check the position. I understand that certain Members of Parliament also took up this issue for prosecuting the poor railway employee who was doing his duty.

Another instance, I can mention. It was brought to my notice four months ago. Here it is not an important person, but it was the police. This particular Inspector wanted a police

officer who was travelling to show his ticket. Of course, it was too much. The police officer immediately protested and he is also facing prosecution. It is in the Olavakot division. The name I can give and the details I can give to the hon. Minister. It was raised in this House also how a particular Inspector or Ticket Examiner, for having checked up a Police Inspector who was travelling without ticket in the First Class, was subsequently assaulted. He was prosecuted and he was put in the lock-up and even bail was refused. I remember that was also brought up. What I would like to mention here is, let not the police take it into their head that because they happen to be police officials, they have got perfect liberty to harass these employees. I have mentioned three instances. Many more, I can give. Protection also must be given to these honest employees who are doing their duty, from harassment from the police officials.

The next type is this. There have been several recommendations and the hon. Minister of course knows these recommendations. So far as night patrol duty is concerned, I believe there was a recommendation in the Enquiry Commission regarding the Ariyalur accident that two watchmen should be sent in groups, not a single watchman. I do not know whether it is being followed today. I know,—it was a very pathetic case also—in October or so, one Class IV employee, on night patrol duty, reminded me of this particular recommendation of the Ariyalur Enquiry Commission—a month later, the report was that he was knocked down by a night train. Whether he was knocked down by a night train or whether he was brutally murdered, God only knows. The worker who raised this is Chinnamayan of Tirumangalam. After a month, he is not there to tell me what has happened. This recommendation also must be taken up seriously. I believe this has been raised by all the trade unions. Very recently, even when the Southern Railway Labour Union met in their

Executive in Golden Rock on the 1st and 2nd of this month, they suggested that this recommendation must be taken up seriously.

Another instance is this. There are certain persons who break the law and cross railway lines. When the person who crosses the railway lines happens to be an influential person, the night patrol man or watchman gets into difficulties. I can mention an instance in Podanur. This happened four months ago. Two night patrol men suspected a particular individual. So they stopped him. Nothing much happened. The next day the railway sub-inspector sent for the two watchmen and they were kept in custody, and they were told not to interfere with that individual. I am told a case is now pending against these two men before the sub-magistrate's court. I do not know who is going to defend them.

Then there is the third aspect. There are also other employees who are very much associated with the railways. The RMS are involved in accidents. The RMS Employees' Union, their all-Indian federation, has been demanding that proper RMS vans should be provided. This has been a continuous demand in the Southern Railway. Particularly from Madras to Madurai in the Trivandrum Express they wanted the T-9 service should be extended. They wanted a bigger, more convenient and comfortable mail van, and that mail should not be placed in places other than the mail van. What is it we find?

On March 12 in Tundla the RMS guard, the RMS peon and porter were found brutally murdered, and to this day we do not know what were the defects in this mail van which allowed the murderers to get into the compartment. To this day we do not know what has happened. The only thing that we know is that six men have been arrested. It may be that one or two of them are also postal or railway employees. The case is pending, but what we would like to

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know is whether there was any defect in this van, whether it was a proper RMS van, or whether it was a rickety van which could not be locked from inside so that persons could get inside and murder the RMS men. This is a point on which we are not getting any clear reply.

Shri Jagjivan Ram: That you will get after the case is over.

Shri Tangamani: This morning it came up, and the hon. Minister of Transport and Communications said that the matter was under investigation. The matter as to how these people were murdered may be under investigation, but as to how the persons were able to get into the van, whether there was any defect in the van, needs no investigation. I hope the hon. Railway Minister will be able to throw some light on that.

There is also another point which I consider to be important. Thefts have been on the increase after independence. In the pre-war period thefts took place mostly within the compound of the station. Thefts by way of breaking the wagons started during the war period, and hence it was during the war period there were orders to shoot persons at sight. In this connection, I would like to mention certain suggestions which were given to me by a railway employee who has put in 44 years of service. This is what he says.

After independence thefts have reached such a pitch that neither the railway police nor the railway protection force is in a position to check them. Crores of rupees are paid to the owners of property stolen. Thefts cannot be detected because there are certain other internal conditions which have to be set right. There is also a deliberate attempt to suppress evidence. Where the case happens to be of railway property—and I mentioned certain circumstances of what happened in November, 1956 and November,

1957 in the Perambur Workshops—honest persons who try to catch the thieves are transferred to distant places as inefficient men.

Now, the Home Ministry has started a vigilance organisation in the railways since the last two years. Every unit has got a committee consisting of a vigilance officer, an assistant, 20 to 25 inspectors and one sepoy under it. These are to investigate bribery cases or thefts of various kinds. This department has now fallen a prey to what it was going to remedy.

So, this officer suggests that the vigilance officer should be a Superintendent of Police. Under him there should be three inspectors, five retired station masters, three permanent way inspectors, nine retired police inspectors. The officer must be invested with the power of dismissal or discharge of the defaulter. Retired officers should be taken because they alone will dare to arrest gazetted officers since they do not go back to the parent service. Their period may be two years, or it may be revised. This is a serious suggestion by a railway employee, and I commend this to the Minister for what it is worth.

Lastly, the hon. Minister will agree with me that not only the public but the employees also must be taken into confidence. We cannot take the employees into confidence by just discharging them without even assigning reasons. Of late, the application of rule 148 of the State Railway Establishment Code is very much on the increase. Even men who have put in 23, 29 or 30 years of service are dismissed without any enquiry. I will mention three instances. Driver K. Raju of Villupuram, Station Master K. R. Thyagarajan of Cuddalore and Station Master N. R. Venkataraman of Trichy who have put in more than 20 years service have been dismissed without any enquiry under rule 148 of the State Railway Establishment Code.

In paragraph 185 of their 24th report the Estimates Committee have recommended thus:

"The Committee are glad to learn from the recent budget speech of the Railway Minister that a scheme will be drawn up to associate workers in the management and the running of the Railway workshops and that a proposal is being considered for sending a team including representatives of workers to other countries, where such participation of workers in management has been tried. The Committee recommended that these proposals should be pursued vigorously."

And this is what the Railway Ministry says:

"This is being done now by the Ministry of Labour and Employment, and this item is being transferred to that Ministry."

The reply of the Labour Ministry is still awaited by the Committee.

What I would like to say is this. There is now the Staff Council. Election takes place and it is functioning. At each level, at least at the divisional level and at various key branches if we can have these staff councils....

Shri Jagjivan Ram: What has it got to do with the present motion?

Shri Tangamani: If the hon. Minister would bear with me, I can tell him also how certain thefts can be detected. Certain officers who are to detect thefts know such a thing is going to happen. Such things will be divulged to the Ministry if the workers are taken into confidence. Such things are also happening. In certain areas the workers freely talk about *manul*.

Shri Jagjivan Ram: I will always welcome any information from them.

Shri Tangamani: I will convey this to them. So, this workers' participation in industry and consulting them at different levels will not only give confidence to the employees; it will give confidence to the travelling public also and those who are entrusting their goods to the custody of these workers.

So, my submission will be that those steps which they propose to take as mentioned during the last session must be taken seriously. Secondly, the areas where such thefts take place must be earmarked and special attention paid to them. Thirdly, the railway employees must be given full protection not only from certain cantankerous superiors but also from the railway police. Fourthly, the railway employees must be given protection from certain political forces and certain important individuals. Lastly, at different levels railway employees should be associated in the management and also in the administration. The co-ordination between the railways and Posts and Telegraphs must also be taken up much more seriously particularly for the safety of the RMS employees.

Shri B. Das Gupta (Purulia): With an apology to the hon. Railway Minister.

An Hon. Member: Why start with an apology?

Shri B. Das Gupta: I may just begin with an M.P.'s story.

Shri V. P. Nayar (Quilon): Every M.P. has a story to tell.

Shri B. Das Gupta: A letter was published in the *Amrita Bazar Patrika* on the 11th November by Mr. Prafulla Chandra Bhanj Deo, M.P. I think he is a Member of the Rajya Sabha. I am reading the relevant portion from his letter:

"On the 4th November night while travelling from Banaras

[Shri B. Das Gupta]

station to Howrah by the Banaras Express, I was robbed in my first class compartment of property and money worth one hundred and fifty. My wallet contained Rs. 70 and my gold Parker fountain pen was worth Rs. 80. Both these articles were under my pillow at night and the contents of my wallet and my gold fountain pen were gone in the morning with the culprit. The culprit was a dark thin Bengali passenger who told me he was a disciple of a sadhu."

An Hon. Member: Member of the Sadhu Samaj?

Shri B. Das Gupta: That is not the most important thing.

That he had lost Rs. 150 worth of money and fountain pen is not a very important factor. The most important thing is what I am coming to presently.

"He got into my four-seater compartment at Moghalsarai and told me he was travelling to Jhajha, as he was in Railway service. This fellow got off at 4 A.M. somewhere as the train was stopping frequently at odd places. The chains for stopping the train were not functioning properly..."

And it is the assertion of an M.P. that the chains in the Banaras Express were not functioning properly.

"... either and in most of the third class compartments there was no chain at all."

And mind you, it was not a local passenger train, but an express train from Banaras to Calcutta.

Shri Jagjivan Ram: Many chains have been sealed.

Shri B. Das Gupta: This is the condition of the alarm chains in the trains.

"... as the train was stopping for a short time at regular stations but for long periods at deserted places where there was no station, it was impossible for us to get off anywhere to be able to make our report or point out suspicious persons to anyone.

Two other gentlemen got into our compartment after midnight... One of the two gentlemen occupying the upper berth was Mr. Gyanoo Singh, Panchayat Officer of Dumka, Santhal Parganas. Seeing me completely stranded he very kindly lent me Rs. 10. At Jasidih station, we tried to contact..."

—Now, we are coming to the police.

"... the GRP. Much time was wasted as no one seemed to be at his post, and the TTC's did not bother themselves much about our troubles or difficulties. It was learnt, the Sub-Inspector, GRP, Jasidih was fast asleep at this time and Mr. Gyanoo Singh's repeated requests to subordinate police officers to wake him up were quite fruitless."

I would request the Railway Minister to wake up these officers and ask them to be alert about passengers' distress and complaints.

"Mr. Gyanoo Singh's repeated requests to subordinate police officers to wake him up were quite fruitless".

So, the one was a Government officer, a well-placed panchayat officer, and the other was an M.P., and these two together could not wake up the railway officer in order that they may file their complaint before him,

Shri V. P. Nayar: He was doing Kumbhakarna seva.

Shri B. Das Gupta: Then, he goes on to say

Meanwhile, the train started to move. Mr. Gyanoo Singh tried to pull the wire substituted for the usual chain in a third class compartment, close to us, but it would not work."

Just see the condition of the railways.

Shri V. P. Nayar: Oh! what a tragedy!

Shri B. Das Gupta: And this has been written by no less a person than Mr. Profulla Chandra Bhanj Deo, Member of Rajya Sabha.

"He kindly helped me to get into this third class compartment in the moving train and advised me to report to the GRP at Madhupur, the next station. At Madhupur station there was great confusion. The GRP police was contacted there with great difficulty. I was given a small piece of paper to make my report, standing in front of my compartment on the platform. They (the GRP) took the leather bag with the papers—left by the thief in my compartment—but gave me no receipt for this. As the train was gathering speed also, there was no time for me to ask for a receipt for this from the GRP. This is how First Class passengers have to travel in independent India."

I do not require any explanation, nor do I require any reward for passing this on to the hon. Minister. This is the condition in our railways. I would submit that theft, robbery and such other incidents should be wiped off completely from the railways. But I know that that is not possible. While there are dacoits and there are robbers and thieves in our country generally, such incidents will be taking place, but the point here is that these incidents are occurring more and more because of the fact

that the persons who are in charge of security,—whether they be the GRP or the railway constables or the railway officers,—are practically asleep. They are not mindful of their business. That is the difficulty.

It is not possible to guard a whole railway by Protection Force or by the police. It is not possible to guard the whole track. I admit that. But if it is possible to wake them up, if it is possible to make them mindful of their duties more and more, then I think these incidents will occur less and less. And that is the point which I would request the hon. Minister to give his attention to. I feel that if proper steps are taken in the proper way, these incidents can be checked.

As regards their negligence, I would say this. It is a fact that the GRP or the Government Railway Police are under the States, and the Railway Minister puts forward the excuse that they are controlled by the State Governments. That is true. But there is also the Railway Protection Force. I have got personal knowledge about their working. I have seen a goods train running and how that train was looted. The miscreants just disconnected the vacuum connection, and the train stopped. There were two trucks, one on either side of this train. The Railway Protection Force with their guns were standing about a hundred or two hundred yards from the train, and the goods train was being ransacked like anything, and the trucks were being loaded, and the miscreants were just going scot-free. These are facts. This is how the Railway Protection Force are discharging their duty. If such be the condition, how can such incidents be checked? I hope the Railway Minister will kindly take note of it, and will enquire into it and give exemplary punishment to the sleeping GRP or ask the State Government to give exemplary punishment to the sleeping inspector or whoever he might be. If that is done in right earnest, and also whenever any such incident is brought to

[Shri B. Das Gupta]

the notice of the railway authorities, to the notice of the Railway Minister or to the subordinate railway authorities, if it is properly enquired into, then I think the situation could be remedied to a great extent. I say this because I have brought many such instances to the notice of the railway authorities, both the State authorities and the Chairman of the Railway Board. But I regret that nothing has been done.

15.50 hrs.

[SHRI BARMAN in the Chair]

As regards officers who work honestly in the railways, I can cite instances. But time is short and I will just cite one instance. In Muri Junction in Adra District of South-Eastern Railway, last year, a ticket collector arrested a passenger who was without ticket. The railway constable was standing by. The railway constable asked the ticket collector to let him go, but the ticket collector refused, saying 'I will not let him go. I will hand him over to the police. Then let him be released or let him go to jail'. The constable got some money from that man and when the ticket collector refused, he assaulted him. He beat him right and left; the man was sent to hospital. There was a great commotion over this incident. I do not know what action the State authorities have taken against the constable. A dutiful officer who wants to do his duty is faced by such behaviour on the part of the railway police.

I can cite scores of other instances where dutiful railway officers—class III and class II officers—have been suspended for doing their duties. I have brought several instances to the notice of the railway authorities. If the hon. Minister wants, I can give him many such instances with documentary evidence and proof. Recently an ASM was suspended. If you go into the record of that officer, you

will find that he increased railway revenue by stopping corruption and theft. But what was the result? He was suspended on certain flimsy grounds. I have already brought this case to the notice of the General Manager and the Railway Board. But he is still under suspension, though I have been assured that justice will be done.

Railway employees who are treated in this way are afraid to come to us because if they approach us, they will be censored by the higher authorities. That is the tragedy of the whole thing. In most of the cases, we also do not dare to approach the railway authorities because if they are suspended or punished for this offence, we cannot give any protection to them. If we refer it to the hon. Minister, he will refer it to the Railway Board, who will refer to the General Manager who in turn will refer it to authorities under him. Then a report will come in that hierarchical order, and there will be no remedy.

I think we should take cognisance of this. Wherever any such instances are brought to the notice of the railway authorities, immediate steps should be taken and severe punishment given. The offenders should be tried summarily and punished severely. Only by this there can be a remedy.

There is another point, as regards the railway staff on the wayside stations.

Mr. Chairman: The hon. Member should confine himself to the matter under discussion, that is, how to stop dacoities, thefts and other things, instead of going into all other matters.

Shri Tangamani: The question of the railway staff and their security is also part of the discussion.

Shri B. Das Gupta: The subject for discussion is:

"insecurity of and danger to life and property in railway

"travel and protection of railway staff against police and other officials who violate railway rules....".

I think officials include railway officials also.

Shri Jagjivan Ram: Then it means promotions and everything!

Shri B. Das Gupta: There are many wayside stations; there are stations in out of the way places. The Station Masters and other staff at such stations do not have any protection. I know that sometimes they are robbed. Dacoities take place. The dacoits surround them. They are practically at the mercy of robbers and dacoits. I suggest that in those places the railway authorities should arrange to supply arms to those officials. I do not think there is any harm in supplying them with revolvers to protect themselves.

As regards the RMS staff who travel in trains, they may also be supplied with revolvers to protect themselves, because they run the same risk. Why should they not be armed while they are on duty?

The main thing is that the whole administration—whether railway or non-railway—is corroded. Even if we try, it will be very difficult to control the administration. The administration is getting out of their hands. The whole machinery is getting out of their hands. But if Government can feel the seriousness of the situation now—it is not too late; there is still time—if they can remodel the administration, if they can reorient the administration, if they can control the administration, then there will be a chance to remedy all these things. Otherwise, I fear the history of Pakistan and the history of Sudan may be repeated in India, if you do not take this as warning from my humble self.

Mr. Chairman: There is just one hour to go. The hon. Minister will take half an hour. I propose to give

chance to two hon. Members. I hope each will take 15 minutes.

Pandit D. N. Tiwary: My reply will take some time.

Mr. Chairman: There is no right of reply. There is no resolution before the House.

Shri D. C. Sharma (Gurdaspur): Hon. Members who preceded me have drawn a very alarming picture of the law and order situation so far as it affects the railways. One hon. Member more out of imagination than out of a sense of reality went so far as to say that the whole administration was corroded and that we should take a warning from the ominous things which have happened in certain other countries and certain other regions. I think this was nothing but a case of imagination running riot. It was a case of going very much outside the pale of the discussion of this problem. To say that everything is all right with the railways so far as the security of passengers and the railway staff is concerned, so far as the protection of the railway property or the property of the customers of the railway is concerned, is, I think, not to the point. There are many things which need to be looked into and tightened up. Many controls should be geared up. All these things are necessary and I think Pandit Tiwary was well within his rights to draw the attention of the administration to those things. That there are murders committed on the running trains and in the station premises, no one can deny; that there are robberies and dacoities both on the running trains and in the station premises, no one can deny and we are all ashamed to admit their existence. There are thefts in the passenger trains and goods trains. But the question is this. Is the law and order situation that prevails in the railways worse than the law and order situation that prevails elsewhere? That is the question to be taken into account.

[Shri D. C. Sharma]

16 hrs.

To begin with, I would admit that any kind of criminal activity, be it minor or major, any kind of anti-social activity, be it a murder, robbery or dacoity or thefts, shows social ill-health. It also shows, if I can put it like that, administrative incompetence and the inadequacy of the resources to cope with the situation that prevails and also the lack of proper vigilance. All those things are there I do not deny them. But on the floor of this House, I was once told by the hon. Home Minister that so far as the law and order situation in this country was concerned, it could compare favourably with any country of the world. The law and order situation in this country was much better than any country in the world, though there are break-downs of the law and order situation so far as the railways are concerned. While I plead urgently, most emphatically and most insistently for the tightening up of the supervision and all that kind of thing, I would say that the railways did not have as poor a record as my alarmist friends have made it out. The MPs are robbed. But other people are also robbed. Then why should not the MPs be robbed? If thefts take place in the houses of other persons, I do not see any reason why thefts should not take place in the houses of the MPs.

An Hon. Member: You be robbed

Shri D. C. Sharma: It does not mean that, if an MP is robbed, the whole universe has come to an end. I am sorry for anybody who is robbed, whether he is an M.P. or anybody else. I feel sorry for it; I feel sorry for myself if I am robbed. But, if an MP is robbed and loses Rs. 120 because he was travelling in the company of a man who described himself as a disciple of a sadhu. I do not know whether I should admire the wits of the M.P. or the wits of the

man who described himself as a disciple of a sadhu. We are all persons who are occasionally objects of such mishaps. But to tar the railway administration with this kind of a brush because a murder has taken place somewhere...

Pandit D. N. Tiwary: I protest; there is no tarring. We have simply drawn the attention of the railway administration to these acts for tightening up of the machinery.

Shri D. C. Sharma: You do not interpret it literally. It is a phrase which does not mean perhaps as much as its literal meaning.

So, to tar the railway administration with this kind of a brush, I think, is not justified. All the same, I have said and say again that something should be done and I have some constructive suggestions as to what should be done regarding this.

In the first place, I would ask the hon. Minister to see to it that the GRP becomes an independent body, controlled entirely by the railways. I do not know how this can be done but I think the ingenuity of the Railway Minister can be depended upon to do something so that GRP does not serve under two masters. All the ills that have been pointed out on the floor of this House show that the GRP is serving two masters at one and the same time and therefore, it is not as vigilant about its work in the railways as it should be. Therefore, the first thing that should be done is that the GRP should be brought entirely under the control of the railway administration. If the railway administration can have a railway protection force for doing various things, I do not see the reason why this body cannot be constituted to look after the welfare and the security of the passengers and others.

My second suggestion is this. We have recently instituted a mobile unit.

My friend over there was referring to the out of the way stations. I come from a place which could be described as situated near an out of the way station. I know sometimes on that branch line thefts have occurred and those thefts have done some kind of harm and put fear into the hearts of the railway employee. Our authorities should have some mobile units of police so that these units can travel along those routes and railway lines which are in a way removed from the centre of the railway administration and from the centre of urban life. We have such a mobile police unit in Delhi.

The third thing is that it should be made compulsory for the railway staff to be instructed in the use of rifles and they should be given some training. Unless that is done, this will go on all the time. Only this morning, I read that in Delhi they are going to have this rifle training. They have divided Delhi into certain zones and they will give rifle training to any person who is certified as a fit person by an MP or a member of the Corporation or by some body else. If rifle training is necessary for the citizens of Delhi, it is also necessary for the railway employees who are working in so many places. Therefore, I would ask the hon. Minister to work out some scheme, by means of which rifle training is made as wide-spread amongst the railway workers as possible.

Sir, while I feel worried about the murders that take place, about the thefts that take place, about the robberies that take place—as a citizen of India I feel as much worried about them as my hon. friend Pandit Tiwary or any other Member—I am not going to say that all these thefts that take place, whether it be railway goods or goods belonging to passengers, are on account of collusion between the railway employees and the anti-social elements. I am not going to make such a sweeping generalisation. All the same, I would say that sometimes they are the result of that kind of collusion. It is not something

new that I am saying; I think the Enquiry Committee over which Acharya Kripalani presided also had something to say on that subject. Therefore, while you have to keep a watch over the anti-social elements in the country you have also to keep a watch over your own employees so far as goods trains, godowns and other things are concerned. I do not say that you should keep a watch over them like the police, but what I say is that the Railways should have a very intensive programme of social education.

I know that social education is done by the Railways. They have the microphones and megaphones for announcing the arrival and departure of trains, even though it is very difficult for an ordinary passenger to follow the announcements. Only a lucky few can follow those announcements; but even then it is good, it is a step in the right direction. Therefore, I would say that the Railway Administration should take in hand social education of its employees, especially those who deal with these things. If the right kind of education is undertaken, other things will become better than before. I am a great believer in education. I think where the police fails, where other agencies fail, education can succeed. We need education of these gentlemen as much as that of anybody else.

Sir, I feel unhappy to read all these statistics. I am sure the Railway Minister will look into all these things. But the most important thing is to give the people, the passengers and the railway employees some kind of a new attitude as has been done in China so that these anti-social activities will become a thing of the past.

Shri Bose (Dhanbad): Sir, there has been a good deal of discussion over this subject. It cannot be denied that there is something wrong in the Railways in regard to these matters. If I remember aright, there was a different system in the Railways previous to the Protection Force: there was the Watch and Ward. Then, as

[Shri Bose]

a result of discussion in this House this Protection Force was introduced. Therefore, I do not think that the Railway authorities are sleeping over it; they are also constantly thinking over this matter. I also feel, as my hon. friend Shri Sharma has just now said, anti-social elements have very much increased in number.

I have only one or two suggestions to make. I find that the G.R.P. and the Protection Force have got no legal responsibility in regard to their duties. If a package is stolen from a station the poor clerk there is caught hold of and not the man who was actually guarding the package at the station. There is no fencing at stations. Sometimes no lock and key is provided to keep things in safety. I think this responsibility should be attached to the G.R.P. and the Protection Force; otherwise they go Scot-free even though they are responsible for guarding the goods at stations

Regarding passengers travelling in trains, I think it is very difficult to protect every passenger all over India in every compartment of every running train. I myself had an experience. I was travelling in a first-class compartment. I found a man trying to snatch away a packet belonging to another man in the compartment.

Shri Jagjivan Ram: A gentleman?

Shri Bose: He looked like a gentleman. I immediately got up and I did not sleep for another two or three stations. Both of us were sitting like that for some time. He was getting down at every station—probably looking up his companion and talking to him—and coming back I could not bolt the door of the compartment. Therefore, what I say is, it is very difficult for the Protection Force to protect every passenger. But you can provide proper fencings and lock and key for safety of goods at all big stations, and thereby save the railway employees from unnecessary

troubles. I had occasion to discuss these things recently with some railway employees. They said that articles remain on the platforms without any proper fencing. The guards are there to watch over those things for the whole night, but if something is lost the next morning the poor clerk is held responsible and the guard goes Scot-free. Therefore, the law must be so amended that the people who guard the things are held responsible. As Shri Sharma said, the G.R.P. and the Protection Force are now under the State Governments. If they can be brought under the Railway Administration, it would be much better. I understand that only the local S.P. can appear before the courts for prosecution purposes. The Railway Police also should have the right to present their cases before courts. It is not very difficult to make the necessary changes in the legislation.

I feel that responsibility, legal responsibility should be attached to these people in the Protection Force and the G.R.P. If there is no such responsibility they simply come and go away, they do not care for the station master or other staff. Now the responsibility remains with the railway employees. That is a real flaw in the whole Administration. Of course, as I said, there are also more anti-social elements now and, therefore, we shall have to be more careful and watchful

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Mr. Chairman, Sir, I am very grateful to the hon. Mover of the motion and other Members who have taken part in this discussion which has served to focus the attention of this House and through this House of the whole country on this very important problem of law and order on the railways; and the thefts, murders, all these things, which disturb the mind of the public. We ourselves in the Railway Ministry have been much concerned

whenever there is any such incident which disturbs the Railway Ministry. We might say we have been concerned more than other people because it happens either in running trains or in railway premises and this problem has been agitating and seriously exercising the mind of the Railway Minister and his Ministry. I might add that we have taken whatever steps were possible to collaborate and to secure the co-operation of the State Governments in curbing crime wherever and whenever it comes to our notice. Whenever they feel the necessity for it, the Chief Security Officers of all the railways meet the Inspectors-General of Police of the States and the General Managers contact the Chief Ministers of States and they all try to meet the situation.

Recently, only on the 7th of this month, the hon. Railway Minister met the Chief Ministers of all the States where this question was also discussed and whatever preventive steps could be taken were fully discussed, and I am very glad to tell the House that we were assured by all the Chief Ministers that they would extend their fullest co-operation to us in trying to curb crime on the railways.

Nevertheless, I cannot refrain from stating that there was too much exaggeration, and I might add, an alarmist view was taken of the whole situation. I am very glad that our hon. friend Shri D. C. Sharma has made my task very much easier.

Shri Tangamani: He came to your rescue.

Shri Shah Nawaz Khan: He took a very rational and balanced view and he has made my task much lighter. Whatever happens on the railways....

Pandit D. N. Tiwary: May I intervene? One wrong impression has been given, and that is by the speech of Shri D. C. Sharma. This occasion was not taken for criticizing the railway administration. It was only an occasion to focus the attention of the 231(A1) LSD.—7.

railway administration and of the Home Ministers of the States to remedy these defects. This view, that they have taken an alarmist view, is totally wrong. They have never taken an alarmist view. We wanted to put our heads together and find out ways and means to check this trouble.

If my speech was understood in anyway like that, I am very sorry that I must tell the hon. Minister of Railways that perhaps he did not give that much attention to it which it deserved.

Shri Tangamani: The alarm signal had to be given!

Shri B. Das Gupta: The small things gather up and make big ones. As our hon. Prime Minister has been saying, the small things together make a big thing.

Shri Shah Nawaz Khan: I submit that whatever happens on the railways cannot be completely isolated from whatever else is happening around us all over the country, and I would like to read from the recent report published by the Ministry of Home Affairs, reviewing the crime position in India in 1956, as compared to the year 1955. This is what they say:

"All heads of crimes excepting counterfeiting showed increases. The most noticeable increase took place in offences against property and in murders. The increase has spread practically all over India".

This is what the Ministry of Home Affairs have stated in their report.

In the year 1956, there were 10,025 murders throughout the country, and in the same year, the number of murders on railways was 29; it is 29 compared to 10,025. I might say that every day, the railways carry 38 lakh passengers. So, it is by no means a very alarming picture.

Shri Tangamani: Murder in a railway train is not alarming? Has it to be taken just as murders elsewhere?

Shri Shah Nawaz Khan: Nevertheless, as I said in the very beginning, even if there is one murder, that is a matter for very grave concern, and we do take a very serious view of it, and it will be our constant endeavour to try and minimize crimes to the extent that is possible.

The hon Members who spoke today on this motion talked about crimes in passenger trains and in railway premises, thefts in goods trains either while they are at the stations or while they are running. Also, they spoke about the safety of the railway staff. They also spoke about the duties of the GRP, that is, the Government Railway Police, and of the RPF. There a little confusion—I should say, in understanding the duties which are assigned to these Forces. Under the existing arrangements under the Constitution, the responsibility for looking after the passenger trains and for looking after the safety of passengers travelling in trains and on the railway premises is that of the GRP which is controlled by various States through which our railways run. This GRP is again divided into two parts: one portion is known as the Crime Police, and the other is the Order Police. The duties of the Crime Police are to detect crime and to bring the culprits to book and to prosecute them in various courts. The Order Police has to maintain order on the railway premises and to control traffic. The State Governments pay for the Crime Police, but for the Order Police I might say that annually we are paying something like Rs 80 lakhs or perhaps a little more.

Shri Dasappa (Bangalore): Why don't you have your own force then?

Shri Shah Nawaz Khan: Beside this GRP, there was another force known as the RPP—Railway Protection Police. During the war time, looting

of wagons, murders and dacoities increased and it was decided to organise this force known as the RPP. Their duty was to escort various trains. When we reorganised the Railway Protection Force, we took over the duties of escorting goods trains from the RPP, but, the duty of escorting passenger trains still rests with the GRP, which is controlled by State Governments.

As has been pointed out, the Railway Protection Force had to be reorganised in order to cope effectively and efficiently with the increasing responsibility which they were expected to shoulder. Their jurisdiction is very limited and this thing was fully discussed in this House. Their main duties are to render protection to the railway property in railway premises.

Shri Raghubir Sahai (Budaun): The hon Deputy Minister may tell us whether he is completely satisfied with the present arrangements of the GRP and RPF.

Shri Shah Nawaz Khan: We have not experienced any serious difficulties so far. As I will be explaining a little later, the increase in crime is by no means on such an alarming scale as to warrant any major changes.

I was talking about the Railway Protection Force. It has been organised only to ensure better protection to property belonging to the railway or entrusted to them as carriers and this force has been given certain very limited powers of search and arrest for that purpose; but it has no powers or duties as such in respect of thefts and robberies against passengers and employees. This force has no powers of investigation, which is within the scope of police duties of the State. So, the RPF has been reorganised and I have no hesitation in saying that it has now been transformed into an efficient and well-disciplined force. But their duties are slightly different from what hon

Members seem to imagine. It was previously known as the Watch and Ward....

Pandit D. N. Tiwary: What is the use of spending so much money on the RPF if it does not protect the passengers?

Shri Shah Nawaz Khan: The RPF was reorganised and at present its strength is about 43,000 and odd throughout India. We are spending nearly Rs. 6 crores—Rs. 5.69 crores to be exact—over the RPF.

I am very glad to tell the House that there has been a distinct reduction, in the number of thefts of railway property. I will give the figures later on. There has also been an improvement in the number of compensation claims that we have had to pay. I know that cases of thefts in collusion with members of the RPF sometimes do occur; I do not deny it. Every person out of the 43,000 men who serve on the RPF is not an angel or saint or one who does nothing wrong; far from it. Cases do occur. An odd employee may collaborate with outside thieves in stealing railway property. It will happen in every organisation, in even the best disciplined forces.

Shri Rajendra Singh (Chapra): Why talk only of the employees? Even the officers are collaborating with the thieves.

Shri Shah Nawaz Khan: That is a new point. The hon. Member did not speak when the motion was under discussion. I think the idea has struck him rather late.

An odd case might occur here or there. But, on the whole, I can assure this House that the Railway Protection Force is functioning well and it is improving day by day. And it will be our endeavour to try to improve matters as much as we can.

An hon. Member here has suggested that the railways should take over the Government Railway Police. That

appears to be the main suggestion. There are constitutional difficulties in the way. Also, the crime taking place within the railway premises cannot be isolated from the conditions existing in that particular area. It is common knowledge that breaking of vans, for instance, takes place in a particular locality where certain type of conditions exist. So, we have tried to liquidate these gangs which live in various areas in very close collaboration with the State police, whose responsibility it is to carry out investigation and prosecute people. It is for this reason that we cannot take over the responsibility which at present devolves on the Government Railway Police. But the Railway Protection Force is always there to give support to the Government Railway Police whenever it is required. Only recently, one of my hon. friends was talking about a running train dacoity. It took place, I think, somewhere near Mughalsarai—Bharthana is the name of the station. Some people got into the compartment. On the way they looted the passengers. As they were trying to get away the Railway Protection Force arrived on the spot and they caught them red-handed and arrested them on the spot. They have also had to shoot a number of people who were breaking wagons. I am sorry that we cannot take over the duties of the Government Railway Police under the existing conditions.

Some hon. Member—I think it was Pandit Tiwary—talked about the molestation of women in running trains and all that. Some cases have happened. But, as I will quote from the figures a little later, cases are very few. There is nothing to be alarmed about and in fact there is nothing worth mentioning. Of course, women travelling in trains are open to all these dangers, but this is no more than the danger of risk which a young girl going to school all by herself incurs.

My hon. friend, Shri Tangamani, read out my reply to a question; the

[Shri Shahnawaz Khan]

steps that we had taken to ensure the safety of passengers and particularly of women passengers. Their compartments are put in the centre of the train, the guard and other railway employees have instructions to go and watch that compartment at every station and the latches or the catches inside their compartments are kept in order. These are the normal precautions that we are taking.

He also said that the strength of the Railway Protection Force and the GRP was not enough. I have already given the figure. We pay a little less than a crore of rupees for the G. R. Police and spend a little less than Rs. 6 crores on the Railway Protection Force. I do not know whether our Railway revenues would permit more than this.

Pandit D. N. Tiwary: Parliament can sanction one or two crores more for the safety of the passengers.

Shri Shahnawaz Khan: Even if we were to increase our Force three-fold or four-fold, it would not be possible to ensure absolute protection for every passenger who is travelling. How can you watch every person's wallet or foundation pen in a compartment?

Shri B. Das Gupta: If they are not asleep then something can be done.

Shri Bose: The difficulty arises when the G.R.P. do not co-operate with the Railway officials in big stations. That is the most important point. They are under the State Government and railway officers do not obey their orders.

Shri Shahnawaz Khan: As I said, there may be some instances where they have not co-operated very well with each other, but on the whole the arrangement is working satisfactorily. Apart from a few odd cases that happened here and there, there is no serious situation that has developed.

Shri Tangamani talked about the protection that should be given to R.M.S. employees. Of course, every person travelling in a train must be protected and specially persons who travel in R.M.S. vans. The case is sub-judice and at present, I would not like to say very much about it. But he would remember that in one of my replies, I had given out that amongst the persons who travelled in that R.M.S. van were some postal employees and one beautiful woman also.

Shri T. B. Vittal Rao (Khammam): In the R.M.S. van?

Shri Shahnawaz Khan: It was not as if they had forced their way into the compartment. They were probably welcomed in the compartment. But I would not say anything more about it.

Shri Tangamani: This is the first time that we are hearing about it. Last time what we were told was that there were three men in the R.M.S. van—one was the main guard, the other was a peon and the third was a porter who had no business to be there.

Shri Shahnawaz Khan: The fourth was a woman.

Shri Tangamani: Only when the list of arrested persons was given, we came to know that one of them happened to be a woman. That is my recollection of the reply. It is for the first time that we hear that one of the persons in the R.M.S. van was a woman.

An Hon. Member: A beautiful woman.

Shri Shahnawaz Khan: Before I sit down, I would like to give a few figures about looting and dacoities in running passenger trains.

	1955	1956	1957	1958 (Upto August)
Western Railway	19	31	37	16
Central Railway	10	11	7	20

In 1958, there has been a steep rise in the Central Railway.

	1955	1956	1957	1958 (Upto August)
North Eastern Railway	13	6	9	2
Northern Railway	7	17	15	13

Southern Railway: Nil during all these years. Similarly in other Railways, it is 4 or 5 or two. As I said, the situation is not so serious or alarming as it has been made out. I might add that during these years, there has been a very substantial increase in the number of passengers that are travelling and the goods that are carried.

About molestation of ladies in compartments, on the Western Railway, from 1955 to 1958, for four years, there has been a total of four cases. On the Central Railway, there has been only one case during the last four years. The North Eastern Railway has been very good: no case at all. On the Northern Railway, there have been seven cases. On the Southern Railway, no case. On the Eastern Railway, only one case. On the South-Eastern Railway, there have been two cases. On all the Railways, during these four years, there has been a total of 15 such cases which, I am sure, the whole House will agree, is nothing to be alarmed about.

Shri Mahanty (Dhenkanal): May I seek a clarification from the hon. Minister?

Mr. Chairman: Let him finish.

Shri Shahnawas Khan: If the House is interested in knowing the number of murders, I would give.

Some Hon. Members: Sure.

Shri Shahnawas Khan:

	1955	1956	1957	1958 (Upto August)
Northern Railway	14	13	23	17
Southern Railway	1	1	None	3
Eastern Railway	8	Nil	5	2

	1955	1956	1957	1958 (Upto August)
Central Railway	7	1	8	4
Western Railway	10	10	8	10
South Eastern Railway	2	2	5	1
North Eastern Railway	4	2	3	3

These are the total number of murders that were committed on the Railways.

The number of thefts of goods in transit is also showing improvement. There is definitely a downward trend. I might quote some of the figures.

	No. of cases of theft of goods in transit
	Southern Railway
1955	617
1956	479 a big decrease
1957	453 further improvement.
	Western Railway
1955	927
1956	784
1957	776
	North-Eastern Railway
1955	708
1956	546
1957	626

Here, of course, in the year 1957 there has been a slight increase.

	South-Eastern Railway
1955	2,857
1956	2,864
1957	1,833

There is a very distinct improvement in 1957 over the figure of 1956.

The area which now comprises the North-East Frontier Rly.

1955	207
1956	171
1957	195

Central Railway

1955	1,402
1956	1,057
1957	890

[Shri Shah Nawaz Khan]**Northern Railway**

1955	464
1956	516
1957	587

Eastern Railway

1955	2,784
1956	2,149
1957	3,141

On the Eastern Railway the position is not very satisfactory. It has always been rather unsatisfactory, but we are taking steps to improve the position.

Shri Tangamani: What is the comparative value of the goods stolen and the claims paid? Any increase or decrease?

Shri Shah Nawaz Khan: I could give the figures if it would not tire the House.

Mr. Chairman: He wants to know the claims position.

Shri Rami Reddy (Cuddapah): Is the list read out just now about the number of thefts complained of or detected?

Shri Shah Nawaz Khan: About the claims that have been paid by the railways during the last five years the figures are as follows:

Year	Rs.
1953-54	2,89,22,804
1954-55	2,55,45,116
1955-56	2,56,48,204
1956-57	3,32,79,455
1957-58	3,04,00,000

An Hon. Member: That is a distinct improvement!

Shri Shah Nawaz Khan: Compared to the preceding year, there is a distinct improvement—in 1957-58 over 1956-57.

These are some of the figures which go to prove that although some crimes and thefts do take place, they are not of a very alarming nature.

In the end, I would like to thank my hon. friend, Pandit D. N. Tiwary, for

very kindly focussing the attention of this House on this important problem. For that, I am very grateful to him.

Shri Tangamani: What about protecting those railway employees who are doing their duty? That was also part of the discussion which was raised.

Shri V. P. Nayar: "They will get all the protection".

Shri Shah Nawaz Khan: Some of the railway employees have been molested and sometimes assaulted, but that is a thing which we have to take up with the local police. And wherever it has happened, we have taken up those cases very strongly with the police and the State Government. The incident that happened at Sealdah recently, where two TTE's were arrested by a police officer—not by the same officer, but arrested by some other police officer—for having charged a police officer who was travelling in a higher compartment—was referred to some time back on the floor of this House, and that question actually agitated the minds of hon. Members of this House. We took up that question with the State police, but we could not proceed very far because that case is sub-judice. The railway officials have also gone to the court, and the police have also filed a suit in the court. In cases which are sub-judice, we cannot do very much.

In cases where railway employees have given up their lives in performing their duties—and there have been cases where railway employees have been killed while performing their duties—we try and support their families as much as we can, and we have been trying to provide suitable jobs to their dependants if they have any. Apart from taking these matters up very strongly with the local Governments, there is very little else that we can do.

Shri Tangamani: What about the Kodambakkam station master?

Shri Jagjivan Ram: That case is sub-judice.

Pandit D. N. Tiwary: May I know whether there is any constitutional difficulty in extending the scope of the Railway Protection Force for the safety of the passengers and the protection of the running trains, not goods trains, but passenger trains, and if not, why the Railway Protection Force are not given to escort and protect the passenger trains?

Shri Shah Nawaz Khan: There are serious practical difficulties in taking over the duties which are at present being done by the Government Railway Police.

I have said that in important trains, particularly in the areas which are known to be notorious, and areas which are bad from the law and order point of view....

Shri Jagjivan Ram: My hon. friend comes from such an area.

Shri Shah Nawaz Khan: ...the passenger trains are escorted by the Railway Protection Force. I might also add that in areas where the law and order problem is not very satisfactory, sometimes, we do send our Railway Protection Force also to the various stations....

Pandit D. N. Tiwary: If you send them sometimes, that means that there is no practical difficulty. The difficulty is one of adjustment only.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): We have no powers of investigation. That depends on the G.R.P.

Shri Shah Nawaz Khan: It happens sometimes that when a dacoity takes place at a station, and the station staff are nervous, we then either arrange for

the G.R.P. force to be stationed there, or we send our own Railway Protection Force to go and patrol the areas in order to give them confidence.

Shri Dasappa: Why not re-examine the whole position of the inter-relationship between the Reserve Police and the Railway Protection Force in consultation with the Home Ministry so that there may be a better integrated force which will look after all the aspects of the case?

Shri Shah Nawaz Khan: This question has been examined in co-operation with the Ministry of Home Affairs, the present one is the most practical solution that has been found.

Shri Achar (Mangalore): With regard to murders, may I know whether the Minister has got figures as to whether any of them ended in convictions, or whether any cases dropped out without any detection? Did all of the cases end in conviction, or some were dropped without detection? Has the Minister got any figures in regard to these?

17 hrs.

Shri Shah Nawaz Khan: That is a very big job. As I said, prosecutions are launched by the local police and we do not collect those figures. I might say that there are quite a number of cases that go undetected.

Mr. Chairman: The discussion is now concluded.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, the 19th November, 1958.