

Jhunjhunwala. He is also absent. I thank them also.

SHRI NAWAL KISHORE SINHA : But I want to ask one supplementary question.

May I know whether it is a fact that so far there is no uniformity in the functioning of the RPF in the various railways in the country? In some railways, they are doing investigation work and in some, they are not. Some railways impart training to their employees and they have got special facilities for the purpose, but others have not. May I know whether the hon. Minister proposes to bring about uniformity in the functioning of the RPF throughout the country?

SHRI K. HANUMANTHAIYA : When there is the Railway Protection Force, uniformity has to be enforced, and we are looking into this problem to see whether there is any disparity.

Amount of Damages paid by Railways

*201. **SHRI FATEHSINGHRAO GAEKWAD :** Will the Minister of RAILWAYS be pleased to state :

(a) the total amount paid by the Railways as damages during the last three years, year-wise;

(b) the total claims preferred against the Railways during the last three years, year-wise;

(c) the number of claims decided against the Railways; and

(d) the steps being taken by Government to ensure greater efficiency with a view to minimising the loss on this account?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) to (d) The required information is given in a statement laid on the Table of the Sabha.

Statement

(a) Total amount paid on account of damage, loss, pilferage, destruction etc. of goods and parcels during the last three years is as under :—

Year	Amount paid (Lakhs of Rs.)
1968-69	1017.89
1969-70	1123.76
1970-71	1222.62

(b) Total number of claims for compensation preferred against the Railways during the last three years is as under :—

Year	Number of claims
1968-69	7,20,036
1969-70	7,00,082
1970-71	6,92,662

(c) Number of claims settled by payment :—

Year	Number of claims
1968-69	4,10,394
1969-70	4,01,667
1970-71	3,85,733

(d) The following broadly are the measures taken to prevent and reduce the incidence of claims for compensation :—

(i) Close supervision over loading and unloading of packages at certain selected stations and in respect of selected commodities to prevent loss/pilferage.

(ii) Escorting of goods trains carrying valuable consignments/food-grains in open wagons by the armed Railway Protection Force personnel in vulnerable sectors.

(iii) Patrolling by armed Railway Protection Force personnel as well as Dog Squads in vulnerable and major yards.

(iv) Deployment of crime Intelligence staff of the Zonal Railway and the Central Crime Bureau staff of the Railway Board for collection of crime intelligence with a view to tracking down criminals, receivers of stolen property and organising raids for their arrest and recovery of stolen property.

- (v) Maintenance of close co-ordination between the Railway Protection Force, the Government Railway Police and the local Police at various levels for dealing with criminals and receivers of stolen property effectively as also railway employees conniving with criminals.
- (vi) Organising of all India-drives against thefts and pilferages and drives against incidence of panel cuts and body cuts in wagons with a view to localising this mischief which is the main cause of pilferages and getting the wagons repaired early.
- (vii) Emphasis on proper packing and marking of packages and labelling of wagons to avoid their going astray or getting delayed in transit.
- (viii) Emphasis on correct documentation and securing of the relevant documents with the wagon;
- (ix) Provision of brackets inside wagons for putting in additional labels.
- (x) Loading of goods damageable by wet in water-tight wagons and speedy repair of wagons that are not water-tight.
- (xi) Proper rivetting of wagons and E.P. Locking of wagons carrying valuable goods so as to prevent running train thefts.
- (xii) Insistence on provision of dunnage where required, in case, for instance, of wagonload consignments of sugar, grain and pulses and oilseeds.
- (xiii) Taking of special precautions when damageable goods are transported in open wagons, such as covering them securely with tarpaulins and, where necessary, providing escorts.
- (xiv) Ensuring padlocking of luggage vans, parcels van, etc.
- (xv) Educating staff and labour in careful handling of goods and organising now and again 'stop rough handling' and 'stop rough shunting' campaigns.
- (xvi) Stressing the need for proper supervision and careful tallying of packages during loading and unloading.
- (xvii) Fixing staff responsibility in as many cases as possible.

SHRI FATESINGHRAO GAEKWAD : While it is heartening to know that as many as 17 measures have been taken to prevent pilferage and so on, then why is it that the amounts paid as compensation are increasing gradually year by year ?

SHRI K. HANUMANTHAIYA : That is exactly the problem that we are tackling. Naturally, there are a lot of loopholes and there are people who are corrupt. I am taking special steps, and holding meetings with the Board in order to devise better methods.

SHRI FATESINGHRAO GAEKWAD : I am grateful to the hon. Minister for using the word 'corrupt'. In this connection, may I know whether there is any evidence to prove that railway employees themselves are involved in these thefts and pilferages ?

SHRI K. HANUMANTHAIYA : I do not say that there is evidence. That is the suspicion, and may be there is a lot of truth in it, and we must look into it.

MR. SPEAKER : Now, the hon. Minister has been careful in using his words.

SHRI DINESH CHANDER GOSWAMI : One of the measures taken is fixing staff responsibility in as many cases as possible. May I know in how many cases the staff have been found responsible during the last three years ?

SHRI K. HANUMANTHAIYA : I require notice of that question.

SHRI JAGANNATH RAO : So many steps have been taken by the railways to reduce the number of claims which is dependent on the reduction of thefts and so on, but in spite of these steps, already the value of the claims being paid by them is going up. Will the hon. Minister explain this phenomenon ?

SHRI K. HANUMANTHAIYA : I am aware of the situation. This has been a malady of such a long-standing that I require some more time to tackle this.

WRITTEN ANSWERS TO QUESTIONS

Late Running of Mail and Express Trains between Kanpur, Katihar and Barauni Railway Stations

*181. **SHRI B.R. SHUKLA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Mail and Express trains running between Kanpur, Katihar and Barauni Railway Stations usually run very late; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) and (b) No, Sir, except during the months of August & September when, on account of heavy rains and floods in Bihar, breaches occurred and track was damaged on Barauni-Katihar Main line section and Kanpur Katihar trains had to make a detour via the Samastipur-Khagaria Chord line.

Dieselsation of Train

*183. **SHRI SAT PAL KAPUR :** Will the Minister of RAILWAYS be pleased to state :

(a) the particulars of the trains which have been dieselised with effect from the 1st November, 1971, and to what extent the running time will be reduced by this dieselisation; and

(b) the proposals before Government for dieselisation of other trains in the near future?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Sir, only one pair viz. 25 Dn/26 Up Air-conditioned/Paschim Express has been dieselised between Bombay Central and New Delhi from 1-11-71. As a result, the load of this train has been augmented by four bogies and the journey time has been reduced by 45 minutes in Bombay Central-New Delhi direction and 1hour 45 mts. in New Delhi-Bombay Central direction.

(b) A tentative list has been drawn up for about 20 B.G. and 12 M.G. pairs of Mail/Express trains to be dieselised in a phased manner depending on the availability of diesel locomotives and the relative priorities of the various sections.

इण्डियन रेलवे चैकिंग स्टाफ ऐसोसिएशन द्वारा प्रस्तुत मांग पत्र

*188. **श्री रामाचतार शास्त्री :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत 28 और 29 अगस्त को पटना में इण्डियन रेलवे चैकिंग स्टाफ ऐसोसिएशन का अखिल भारतीय सम्मेलन आयोजित किया गया था;

(ख) क्या उस सम्मेलन में पास किये गये संकल्प और मांग-पत्र उनके मंत्रालय को भेज दिये गए हैं; और

(ग) यदि हाँ, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) मालूम हुआ है कि 28 और 29 अगस्त, 1971 को पटना में भारतीय रेलवे टिकट चैकिंग स्टाफ ऐसोसिएशन का एक सम्मेलन हुआ था।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

Fisheries Complex at Cochin

*190. **SHRI A. K. GOPALAN :** Will