

more important. May I know whether the Minister considers the work done by the defence forces more important or the work done by the Railway Protection Force?

SHRI SHAH NAWAZ KHAN: Sir, I would like to inform the hon. Member that members of the Railway Protection Force are today standing shoulder to shoulder with our defence services on our borders, and in NEFA they are doing the same duties as the defence services. In some places the Railway Protection units are serving under the Army units.

SHRI A. D. MANI: Is there any proposal before the Government for having a separate cadre of Railway Protection Force instead of depending wholly and solely on supplies from State Governments?

SHRI SHAH NAWAZ KHAN: Now, for the *rakshaks*, that is, constables, we are recruiting ourselves and for the Assistant Sub-Inspectors' grade we are recruiting through the Railway Public Service Commission. But for senior officers we have to depend on the State Governments though gradually we are training our own people and we hope that there will be improvement.

SHRI M. P. BHARGAVA: May I know what steps are being taken by the Railway Board to fill the shortage in the Railway Protection Force personnel?

SHRI SHAH NAWAZ KHAN: Sir, the shortage in the superior officers' grade has to be filled up by asking for people from the State Governments. In the *rakshak* and A.S.I. grades, it is done by direct recruitment and sometimes we also recruit retired people if found physically fit.

SHRI FARIDUL HAQ ANSARI: The hon. Minister said that the Railway is going to organise its own Protection Force. May I know whether there is any permanent arrangement for the training of these people?

SHRI SHAH NAWAZ KHAN: We are not going to organise; we have already organised. We have over 50,000 men in the Railway Protection Force and we have very good training schools almost all over India.

•458. [The questioner (Shri Mahabir Doss) was absent. For answer, vide cols. 3239-3240 infra.]

•459. [The questioner (Shri R. N. Kakati) was absent. For answer, vide cols. 3240-3241 infra.]

TRAIN ACCIDENTS ON WESTERN AND NORTH EAST FRONTIER RAILWAYS

•460. SHRI ANSARUDDIN AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the Western Railway train accidents have increased from 413 in 1958-59 to 513 in 1961-62 and on the North-East Frontier Railway the increase in these four years has been from 246 to 347; and

(b) if so, what are the causes which led to rise in accidents on the above two Railways?

THE DEPUTY MINISTER IN CHARGE OF THE MINISTRY OF RAILWAYS, (SHRI S. V. RAMASWAMY): (a) Yes, Sir.

(b) The rise in the number of accidents on these two Railways was primarily due to increase in the number of derailments and train partings of goods trains which resulted mainly from failure of equipment. On Western Railway, failure of railway staff also contributed to the increase.

SHRI ANSARUDDIN AHMAD: The number of accidents in the six zones was declining from year to year but the incidence rose in these two zones during this period. May I know why that has been so?

SHRI S. V. RAMASWAMY: Sir, it is just fortuitous. If the earlier year is taken into consideration, that is, 1957-58 in Western Railway it was 488. As a matter of fact there is a gradual fall and there has been an increase only in 1961-62. So this depends upon the particular years chosen.

SHRI ANSARUDDIN AHMAD: Is the failure in these two Railways due to some defect in the organisational setup?

SHRI S. V. RAMASWAMY: It is not a question of organisational set-up. The difficulty is in the railway equipment. The loads of the metre gauge goods trains on the Western Railway have increased by 14 per cent, from 586 tons to 667 tons, and the equipment perhaps was not able to stand the strain. That is one reason and there is the other reason, mechanical failures and we are constantly on the watch. As the House is aware, the Railway Accidents Committee have made some recommendations and we have set up safety organisations right through and these organisations are training men to look into the equipment more carefully to see whether the vacuum adjustments are all right, whether the brakes are all right, etc. All these things are being looked into constantly.

SHRI NTREN GHOSH: Since the appointment of the Railway Accidents Enquiry Committee, may I know, Sir, whether there has been an increase in railway accidents or decrease, and, if increase, whether the Government have shown their performance by an increase in railway accidents after the appointment of the Committee?

SHRI S. V. RAMASWAMY: I am happy to say that there has been a definite decline in the number of accidents.

♦461. [The questioner (Shri S. Mishra) was absent. For answer, vide col. 3241 infra.]

तकावी ऋणों की क्षेत्रीय विकास अधिकारियों द्वारा वसूली

*४६२. श्री भगवत नारायण भागवत : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि किस किस राज्य ने यह निश्चय किया है कि उर्वरकों और औजारों के लिये कृषकों को दिये गये तकावी ऋणों की वसूली क्षेत्रीय विकास अधिकारियों द्वारा कराई जाये ?

t[R*:covzRY or TACCAVI LOANS THROUGH B.D.Os.

•462. SHRI B. N. BHARGAVA: Will the Minister of COMMUNITY DEVELOPMENT AND CO-OPERATION be pleased to state the names of the States which have decided to effect recovery of taccavi loans given to the farmers for fertilizers and implements, through the Block Development Officers?]

सामुदायिक विकास तथा सहकार मंत्रालय में उपमंत्री (श्री बी० एस० मूर्ति) : राज्य सरकारों से जानकारी इकट्ठी की जा रही है और प्राप्त होने पर सभा पटल पर रख दी जाएगी।

t[THE DEPUTY MINISTER IN THE MINISTRY or COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI B. S. MURTHY) : The information is being collected from the State Governments and will be laid on the Table of the House when received.]

SHRI B. S. MURTHY: I may add that in Madhya Pradesh, Madras, Mysore, Orissa, Punjab, West Bengal, Pondi-cherry and NEFA the Block Development Officers are not employed on this work.

श्री भगवत नारायण भागवत : क्या यह सही है कि अभी इसी साल जो कम्युनिटी डेवलपमेंट के मिनिस्टर्स की