

✓ **Posting of Policemen at Level Crossings**

*800. **Shri Indrajit Gupta:** Will the Minister of Railways be pleased to state:

(a) whether State Governments have been asked to post policemen at Railway level-crossings to prevent accidents;

(b) whether gatemen will also be posted at unmanned crossings; and

(c) the reactions received, if any, from the State Governments?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

There are about 19,000 unmanned level crossings (excluding cattle crossings) on Indian Railways. It is neither feasible, nor obligatory, to man all the unmanned level crossings which require manning on local and special considerations and according to developments of road and/or rail traffic, are always reviewed by the Railways in consultation with the Civil Authorities and each case is decided on its own merits.

In view of the increasing number of cases of road vehicles running into level crossing gates, at manned busy level crossings, the Governments of West Bengal, Bihar and Uttar Pradesh have been requested by the Eastern Railway Administration in July, 1962, to consider adoption of the following measures:

(i) to post traffic constables on either side of the busy level-crossing gates specially those on the inter-section with G.T. Road so as to effectively control the rash truck drivers;

(ii) to provide bumps on the approaches of busy level crossings so that all road vehicle drivers are compelled to re-

duce speed while approaching the level crossing gates;

(iii) to institute surprise checks and to ensure that necessary provision embodied in this respect in the Motor Vehicles Rules is rigidly adhered to.

The reaction of the State Governments to the above suggestions has not so far been indicated by them.

Shri Indrajit Gupta: From the statement I find that it is claimed that it is not possible to man all the unmanned level crossings, and that each case is considered on its merits. May I know whether any decision has been taken up till now to man any of these 19,000 unmanned crossings, and if so, how many?

Shri Shahnawaz Khan: Yes. A review is made of all level crossings which should be manned. From the recent review, we are of the view that about 1,100 level crossings which are unmanned should be manned. The matter is under negotiation with State Governments.

Shri Indrajit Gupta: The statement further contains certain recommendations which have been made to State Governments. May I know whether this means that the Railway Administration feels that the increasing number of accidents of road vehicles running into level crossing gates is entirely the responsibility of truck drivers and that the railways are not responsible for it at all?

Shri Shahnawaz Khan: When the level crossing gate is closed and there is a gate man present there and in spite of that....

Mr. Speaker: Each case would depend on the merits thereof. How can a statement be made covering the whole?

Shri Indrajit Gupta: The statement says that they have asked three State Governments to adopt certain measures. All of them relate to measures against truck drivers. Does

this mean that the railways have no responsibility?

Shri Shah Nawaz Khan: Where a level crossing is manned and the gate is closed and in spite of the gate being closed, if a truck driver decides to crash into the gate and breaks it open, there is very little the railways can do about it.

Shri Hari Vishnu Kamath: The statement laid on the Table says:

"In view of the increasing number of cases of road vehicles running into level crossing gates, at manned busy level crossings, the Governments of West Bengal, Bihar and Uttar Pradesh have been requested by the Eastern Railway Administration in July, 1962, to consider adoption of the following measures....".

May I know why no reference has been made to the other State Governments? Does it mean that there have been no accidents in other States? Or is it for other reasons that they have not been consulted?

Shri Shah Nawaz Khan: The matter was initiated because the Additional Commissioner of Railway Safety on the Eastern Railway made a particular reference to this subject. The States concerned on the Eastern Railway are these three. It is only the Eastern Railway which has made this reference.

Shri Hari Vishnu Kamath: No recommendations have been made to other States? That is very strange. Does it mean that no accidents have occurred in other States?

Mr. Speaker: Here it is limited to.....

Shri Hari Vishnu Kamath: On a point of clarification. Why have not other States been consulted? He should answer that.

Mr. Speaker: Accidents at unmanned level crossings are caused all over the railways. Why is it that

only three State Governments have been asked to take these measures?

Shri Shah Nawaz Khan: The Eastern Railway has made a reference to these three States. So far we have not received any reply from them. As soon as we receive their replies, we will study them and make a reference to other States, if necessary.

Shri Hari Vishnu Kamath: The Indian Railways are one. There are no separate entities.

Mr. Speaker: The answer has been given, that as soon as they get replies from those three States, they will make reference to other States also, if necessary.

श्री भानु प्रकाश सिंह : क्या मन्त्री महोदय को यह मालूम है कि कुछ रेलवे क्रीसिंग्स के सिगनलों पर न तो प्लेटे हैं और न लाल और हरे कांच हैं ? देश में इतनी दुर्घटनाओं के होने के पश्चात् रेलवे मन्त्रालय के इतने अधिक निश्चित होने का कारण क्या है ?

अध्यक्ष महोदय : कारण तो यही हो सकता है कि आपने पहले यह सवाल नहीं किया ।

रेलवे मंत्री (श्री स्वर्ण सिंह) : अब चूँकि सवाल किया है इसलिये हम खास तवज्जह देंगे । वे मेहरबानी करके यह बतला दें कि कौन से स्टेशनों पर कांच नहीं हैं और उनको किस जगह की शिकायत है ?

श्री भानु प्रकाश सिंह : मैं बतला सकता हूँ.....

अध्यक्ष महोदय : अभी नहीं बतलाना है ।

Shri Hem Barua: May I know if the Railway Administration has taken any steps to implement the hon. Speaker's suggestion that vehicular traffic should stop at the level crossing before proceeding, as in the USA. If so, with what effect?

Shri Shahnawaz Khan: As I stated, we have made a reference to three State Governments and we have suggested that bumps should be provided. We have also suggested that all vehicles should stop, look and go. These are the suggestions which have to be carried out by the State Governments and the road authorities as the Railways cannot enforce them.

Shri Hem Barua: I wanted to know whether any specific instruction has been given to the States and whether policemen are posted at level crossings to see that vehicular traffic does not proceed in such a way and follow the suggestion made by the hon. Speaker—as it is a helpful suggestion.

Shri Shahnawaz Khan: As I submitted before, we have made a reference to three State Governments and we are awaiting their reply. Later on, we will what has to be done.

Mr. Speaker: Apart from that reference, I might again repeat my suggestion that if that rule is enforced, then, probably, the passengers in the bus themselves would exercise an influence with the bus driver and see that he does not move, bus stops and goes. Even if there is no policeman, the passengers themselves will exercise vigilance and a check on the driver that because that rule has been made he should stop there before crossing. That is being done in other countries. I have seen it. Therefore it was that I suggested it. Government might consider it.

श्री प० ला० बालूपाल : क्या यह सत्य है कि रेलवे लाइन ग्रामों से पहले सैकड़ों वर्ष पुराने रास्तों पर रेलवे मन्त्रालय ने वहाँ स्लीपर्स लगा दिये हैं और रास्ता रोक दिया है, वहाँ पर कोई चपड़ासी की व्यवस्था नहीं है जिस कारण से कि गाड़ियाँ दूसरी साइड से आ जाती हैं और वहाँ फंस जाती हैं जिसके कि कारण ऐक्सीडेंट होने का भी बहुत संदेशा रहता है ?

अध्यक्ष महोदय : यह तो दूसरा सवाल हो गया ।

श्री तुलसीदास जाधव : रेलवे क्रॉसिंग के पास लोकल भाषा में क्या कोई ऐसे बोर्ड लगाये गये हैं जिनमें कि यह लिखा हो कि गाड़ी इस वक्त ग्रामे वाली है, गाड़ी ग्रामे का टाइम लिखा हो, यदि नहीं हो, तो क्या इस तरह के बोर्ड लगावे के बारे में रेलवे मन्त्रालय विचार करेगा ?

अध्यक्ष महोदय : यह तो आप दूसरी तरफ चले गये ।

Shri A. P. Sharma: The hon. Minister said that where the gates are manned, the drivers forcibly cross the level crossings and therefore the railway is not responsible. How many such cases have been brought to the notice of the Railways and what action has been taken against those people?

Mr. Speaker: Shri Nambiar.

Shri A. P. Sharma: My question has not been answered, Sir.

Mr. Speaker: I have not allowed that question.

Shri Nambiar: May I know whether Government's attention has been drawn to the fact that the lay-outs of the railway gates at the crossings are so badly conceived that in many cases these accidents are always likely to be more? In view of that fact, may I know whether Government are prepared to re-lay out those actual crossings and see that straightening of the road is done as far as possible?

Shri Shahnawaz Khan: In some cases, the road is deliberately curved so that the road vehicles will have to slow down. That is one of the objects of curving the roads—controlling speed. If we find that there is any level crossing where the road alignment is such that it is dangerous for road traffic, we shall certainly consider it. The hon. Member may point out such cases.

Shri Thirumala Rao: The hon. Minister said that there are 1100 unmann-ed crossings. (*Interruption*) Have they estimated the cost involved in manning all these?

Mr. Speaker: That has been said in answer to the debate that was raised here.

Supply of Railway Equipment by British Firm

*801. { **Shri Rameshwar Tantia;**
Shri D. C. Sharma:

Will the Minister of Railways be pleased to state:

(a) whether an agreement has been signed by the Railway Board with a British firm for the supply and installation of Overhead equipment for railway electrification in Calcutta region;

(b) if so, the total cost involved;

(c) how this cost is going to be met; and

(d) what are the terms and conditions of the agreement?

The Deputy Minister in the Ministry of Railways (Shri S. V Ramaswamy): (a) During the III Plan two contracts have so far been awarded to a British firm.

(b). The total cost involved is Rs. 1,62,44,619.00 (Rupees one crore sixty two lakhs fortyfour thousand six hundred and nineteen).

(c). The foreign exchange content of these contracts will be met from the International Bank for Reconstruction and Development Loans.

(d). The firm is to supply, erect and commission 25 kV A.C. overhead equipment including wires, fittings, insulators etc. It has also to maintain the installation for 12 months

after commissioning. An important condition of the contract is that indigenous materials should be used to the maximum possible extent. Works on the two contracts are due to be completed in March '63 and October '63.

Shri Rameshwar Tantia: May I know whether Indian firms were asked to give their tenders for this? May I also know whether the Ministry propose to electrify other zones also?

Shri S. V. Ramaswamy: It was a global tender. One Indian firm also tendered. But, since the British firm's tender was the lowest the contract was given to that firm.

Supply of Electric Locomotives by Japanese Firm

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 *802. { **Shri Subodh Hansda::**
Shri S. C. Samanta:
Shri B. K. Das:
Shri P. C. Borooah:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have placed orders for supply of Electric Locomotives on some Japanese firm;

(b) whether any contract has been signed for this;

(c) number of locomotives ordered; and

(d) when the supply will be received?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). Yes, Sir, in December, 1961.

(c). 28 Mixed Traffic type AC Broad Gauge locomotives.

(d). Delivery is expected to commence in March 1963 and be completed by the middle of 1964.