

(ग) इस व्यय के पचास प्रतिशत का राज्यों पर भार डालने का क्या कारण है, जबकि रेलों की पूरी आय रेलवे मंत्रालय को मिलती है ?

रेलवे मंत्रालय में उप-मंत्री (श्री सै० वें० रामस्वामी) : (क) भारतीय रेलों में बिना चौकीदार के लगभग १६,००० समपार हैं। इन में मवेशियों के लिये बनाये गये समपार शामिल नहीं हैं। ऐसे सभी समपारों पर चौकीदार रखना न संभव है और न बाध्यकर जिन समपारों पर स्थानीय और विशेष कारणों से चौकीदार रखना जरूरी होता है, उन के बारे में सिविल अधिकारियों के परामर्श से रेल-प्रशासन हमेशा विचार करते हैं और हर मामले पर उस की स्थिति के अनुसार फैसला किया जाता है।

(ख) और (ग) इस सवाल पर विचार किया जा रहा है कि भीड़-भाड़ वाले क्षेत्रों में कुछ समपारों पर चौकीदार रखने के सिलसिले में जो प्रारंभिक और आवर्ती खर्च आये, उस का आधा हिस्सा राज्य सरकार दे। बिना चौकीदार वाले समपारों पर चौकीदार रखना खास तौर पर इसलिये आवश्यक हो गया है, क्योंकि बाद में चल कर उस क्षेत्र का विकास हुआ और सड़क-यातायात बढ़ गया, जिस का लाभ राज्य सरकार को मिलता है। इसलिये यह उचित समझा जाता है कि समपारों पर चौकीदार रखने की लागत का कुछ हिस्सा राज्य सरकारों से लिया जाय।

Unmanned Level Crossing

- *345. {
 { Shri S. M. Banerjee:
 { Shri P. C. Borooah:
 { Shri Hem Raj:
 { Shri Indrajit Gupta:
 { Shri Nambiar:
 { Maharajkumar Vijaya
 { Ananda:
 { Shri Ram Ratan Gupta:

Will the Minister of Railways be pleased to state:

(a) whether a decision has been taken to convert the unmanned gates into regular gates to avoid further accidents; and

(b) the total number of such gates in the country?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). 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. Individual cases of 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 merit.

The Hon'ble Justice of the Madras High Court, in a recent case of an accident at an unmanned level crossing opined that it is impossible to expect the Railways to provide for gates and gatemen at every place where the railway line crosses a public highway and the road users should also exercise sufficient caution at such crossings to ensure safety.

Shri M. L. Dwivedi: The question definitely says what are the States which have not agreed to share the expenses. No reply has been given to that part of the question.

Shri S. V. Ramaswamy: The reply is awaited.

Shri M. L. Dwivedi: What are the names of those States which have not accepted it?

Mr. Speaker: He wants to know the names of the States from whom this reply is awaited.

Shri S. V. Ramaswamy: We have addressed them. We have not received any reply from any State.

श्री म० ला० द्विवेदी : क्या यह सच है कि जहां-जहां पर रेलवे क्रासिंग के ऊपर चौकीदार नहीं रहते वहां पर दुर्घटनाओं की

अधिक सम्भावना रहती है और अक्सर ऐसा हो जाता है कि मोटरें और ट्रकें वहां पर खड़ी हो जाती है और रेल से उन की टक्कर हो जाने के फलस्वरूप जान और माल का नुकसान होता है ? यदि हां, तो क्या सरकार के पास पंचवर्षीय योजना में या आगामी समय में ऐसा कोई कार्यक्रम है कि वहां पर चौकीदार मुकर्रर किये जायें ?

अध्यक्ष महोदय : यह तो उन्होंने ने कल कह दिया है कि सब जगह वह नहीं रख सकते हैं

श्री म० सा० द्विवेदी : अग के प्लान के बारे में मैं ने पूछा है ।

अध्यक्ष महोदय : आगे के लिये ही उन्होंने ने कहा है कि यह फ्रीजिबल भी नहीं है ।

श्री म० सा० द्विवेदी : क्या माननीय उपमंत्री जी को मालूम है कि अभी कल का ही जिक्र है कि एक लारी और एक ट्रक एक रलवे क्रासिंग पर जिस पर चौकीदार नहीं था खड़ी थीं और उसी समय वहां रेल आ रही थी । जिस पर माननीय उपमंत्री जी बैठे थे और टक्कर होते-होते बच गई, यदि माननीय उपमंत्री जी गाड़ी में न होते ?

अध्यक्ष महोदय : मिनिस्टर साहब ने उस को ब्रक लगा दी या क्या किया ? अगर मिनिस्टर साहब न होते तो टक्कर हो जाती, यह आप ने कहा है । लेकिन क्या मिनिस्टर साहब ने ब्रक लगा दी ?

श्री म० सा० द्विवेदी : मैं पूछना चाहता हूँ कि क्या यह वाका सही है ? यह मैं उन माननीय उपमंत्री जी से जानना चाहता हूँ जो उस ट्रेन में थे ।

अध्यक्ष महोदय : आप इस का जिक्र करते अगर बदकिस्मती से टक्कर हो गई होती । चूंकि होते-होते वह बच गई, इसलिये आप शुक्रिया अदा करें ।

श्री म० सा० द्विवेदी : इस किसम के मैन गेट्स न होने से जान और माल का खतरा

हो रहा है और यह एक बड़ा संकट उपस्थित करते हैं । इसी चीज को ले कर मैंने सवाल किया है जिस का अभी कोई उत्तर नहीं मिला है ।

Shri S. V. Ramaswamy: The hon. Member cannot ask a particular Minister to reply. English is an associate language.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): That level crossing was manned. It was a manned level crossing. But at that moment it was open. From Delhi side one bus came and from Meerut side another truck came and on that track both of them stopped and none of them could move back or forward.

श्री रामेश्वरानन्द : अध्यक्ष महोदय, इन माननीय उपमंत्री जी को तो अच्छी हिन्दी आती है और इन को तो हिन्दी में ही उत्तर देना चाहिये ।

अध्यक्ष महोदय : उन्होंने ने कहा है कि एक तरफ से बस आई और दूसरी तरफ से ट्रक आई और दोनों आ कर वहां रुक गईं और फिर दोनों ने ही वहां से हिलने से इन्कार कर दिया और वहां खड़ी रहीं ।

श्री रामेश्वरानन्द : मेरी प्रार्थना थी कि वह हिन्दी में ही उत्तर देते ।

अध्यक्ष महोदय : मैं ने बता दिया है जो उन्होंने ने कहा है । उन के ही मुंह से सुनना चाहते हैं क्या आप ?

श्री रामेश्वरानन्द : मेरी इच्छा तो यही है कि उन के ही मुंह से सुनू ।

Shri S. C. Samanta: Is it not a fact that some State Governments have agreed to bear the initial expenditure and not the recurring expenditure?

Shri S. V. Ramaswamy: We have no such information. We shall welcome even that suggestion.

Shri S. M. Banerjee: I am putting a question arising from the answer to Question No. 345. In the statement, it is said that the Madras High Court,

in a recent case of an accident at an unmanned level crossing, opined that it is impossible to expect the railways to provide for gate and gatemen . .

Mr. Speaker: When the facts are stated in a written statement extracts out of it need not be read, because the Minister has filed that statement and he knows what the position is. So, the hon. Member may put the question straight.

Shri S. M. Banerjee: Yes, Sir. I can save my time also. I want to know whether this judgment of the Madras High Court will be contested by the Government in the larger interests of saving human lives from accidents arising out of unmanned level crossings.

Shri S. V. Ramaswamy: As a matter of fact, we carried out a survey of all the important unmanned level crossings which should be manned. We found about 1,100 of them necessary to be manned. We have asked in some cases the State Governments to participate in the cost, both initial and recurring. They have not co-operated with us.

Mr. Speaker: The question was that the Madras High Court has given an opinion in a recent enquiry and therefore whether that is also the opinion of the Government, or, whether the Government is going to contest it.

Shri S. V. Ramaswamy: It is a judicial pronouncement. It says that it is obligatory on the road users also to exercise sufficient caution.

Mr. Speaker: The question is whether the Government has also the same view and whether it is satisfied with it or whether it wants to contest that.

Shri S. V. Ramaswamy: We are perfectly satisfied with it. We do not want to contest.

Shri S. M. Banerjee: May I know whether it is a fact that the hon. Railway Minister or the Railway Ministry has taken up this matter with the State Governments and whether they have been requested to post at least

one police constable at every level crossing; and, if so, how far the State Governments have agreed to it?

Shri S. V. Ramaswamy: Some States have been addressed by the Railways in this matter, but we have not received any reply yet.

Mr. Speaker: Though it is none of my business, I would like to point out one thing here. In America, I have found, a notice board is put up saying that if any vehicle has to cross an unmanned railway level crossing, whether there is any train coming or not, it must come to a dead stop there and then proceed. That is the rule in every advanced country. That is the rule in West Europe, in America and other countries. Can't we adopt it here?

Shri S. V. Ramaswamy: As a matter of fact, we are proposing to the State Governments to put up "Stop" sign boards. Wherever there are "caution" boards, we are requesting the State Governments to put up "Stop" boards.

Shri Hem Barua: Sir, I have not been able to understand certain things, apart from the supplementary that I want to put. The Deputy Minister said that English is an associate language. The Bill has not yet been introduced and English has never been declared as an associate language by the Parliament. I do not know how he can state like this. Over and above this, Sir, he took shelter under one plea that the State Governments are not co-operating. May I know from him whether the State Governments have started non-co-operation with the Union Government so far as the Railways are concerned or in every sphere?

Shri Jashvant Mehta: The hon. Deputy Minister stated that the State Governments are not co-operating. May I know what is the policy of the Railway Ministry in such cases where the State Governments are not co-operating? What is the policy followed by the Railway Administration with regard to protection at level crossings etc?

Shri S. V. Ramaswamy: Sir, I used the word 'co-operating' in the broad sense. It only means that we have made certain proposals and the response is not there.

Shri Hem Barua: Sir, I want your ruling about his statement that English is an associate language.

Mr. Speaker: I did not think any answer was necessary. The hon. Member already knows it.

Shri Sham Lal Saraf: In view of the fact that both railway traffic and the traffic on the road have immensely increased, may I know how long the Government will allow things to go on like this? Why should not the Railway Department themselves sponsor the necessary schemes or in collaboration with the Road Transport Authorities?

Shri S. V. Ramaswamy: As the hon. Member put it, the road traffic itself has increased. Therefore, partly it is the responsibility of the Road Transport Authorities also to participate in these things.

Shri A. P. Jain: Sir, the answer given by the Deputy Minister for Railways to one of the supplementaries is rather surprising. He said that one truck and one bus stopped on the track and did not move. Were they mad men or did they want to commit suicide? Has any enquiry been made about that? Has any action been taken against them?

Mr. Speaker: Is the reference to the Minister?

Shri A. P. Jain: Not to the Minister, but to the drivers of the truck and bus.

Some hon. Member rose—

Mr. Speaker: Next Question—Shri Samanta.

Shri Sonavane: Sir, I got up and sat down several times, and I could not get a chance to put a supplementary.

Mr. Speaker: He has not sponsored the question and he takes up another

question. I am not going to allow him.

Shri Sonavane: So many others who did not sponsor the question were given a chance to put supplementaries.

Mr. Speaker: That is not fair on his part. I have not been partial to anybody.

Shri Sonavane: I got up several times and still I could not catch your eye.

Mr. Speaker: Order, order. Let us go to the next question.

Encouragement to Sportsmen among Railway Employees

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*317. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri B. K. Das:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether any encouragement is given to sportsmen among the Railway employees for further improvement in sports and games;

(b) if so, the nature of encouragements and facilities given; and

(c) how many persons have been given such facilities in the last of current year?

The Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes.

(b) The following facilities and encouragements are given to sportsmen:

(i) Grant of special casual leave to participate in recognised tournaments;

(ii) Supply of kit to participate in tournaments. In addition special kit allowance is given to those railwaymen who represent the country abroad;

(iii) Issue of free passes to participate in recognized tournaments;