

SHRIMATI SHEILA KAUL: I have already mentioned that a new circle has been opened in Gauhati and the work has been distributed. There is less work for the Eastern Circle now. As I said before there are 173 monuments that have to be looked after by this Circle alone and out of these, there are 108 in West Bengal and 65 in Orissa, and this Circle is looking after the Orissa monuments also.

रेलपथ से बोल्ट हटाने के कारण हुई
रेल दुर्घटनाएं

*373. श्री हरीश कुमार गंगवार :
क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) क्या रेलपथ से बोल्ट हटाये जाने के कारण भी रेल दुर्घटनाएँ हुई हैं

(ख) यदि हाँ, तो गत वर्ष के दौरान ऐसी कितनी दुर्घटनाएँ हुई तथा ये किन स्थानों पर हुई ;

(ग) उनमें कितने लोगों की मृत्यु हुई तथा सरकारी सम्पत्ति का कितना नुकसान हुआ ;

(घ) ऐसी दुर्घटनाओं के संबंध में कितने व्यक्तियों को गिरफ्तार किया गया है ; और

(ङ) ऐसी दुर्घटनाओं की पुनरावृत्ति को रोकने के लिये सरकार द्वारा क्या प्रवन्ध किये गये हैं ।

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI C.
K. JAFFER SHARIEF): (a) to (e).
A statement is laid on the Table of
the Sabha.

Statement

(a) and (b) During April, 1982 to 15th March, 1983 there were 4 train accidents due to removal of bolts/fish plates/rails from railway tracks. These accidents took place on the following sections:

(i) Between Ikrah and Churulia stations of Asansol Division on Eastern Railway.

(ii) Between Amgurj and Selenghat stations of Tinsukhia Division on Northeast Frontier Railway.

(iii) Between Kampur and Lao-pani stations of Lumding Division on Northeast Frontier Railway.

(iv) Between North Lakhimpur and Silanibari stations of Alipurduar Division on Northeast Frontier Railway.

(c) Two persons were killed and 2 injured in these accidents. The cost of damage to railway property on account of these accidents so far estimated amounts to Rs. 1.8 lakh approximately.

(d) 17 persons have been arrested so far in connection with these accidents.

(e) Some of the security measures taken to prevent such accidents are given below:—

(1) Security patrolling of vulnerable sections with the help of State Governments.

(2) Burring of fish plates/bolts and welding of rail joints.

(3) Police pickets at vulnerable stations.

(4) Surveillance over criminals and known bad characters.

SHRI HARISH KUMAR GANGWAR: May I know whether a lot of research has been made to substitute bolt and fish plates by welded rails

and if so, whether such welded rails will be used on large railway tracks to avoid accidents by sabotage by removing fish plates and bolts?

SHRI C. K. JAFFER SHARIEF: As the hon. Member has rightly said, that is the policy; that has been the approach that we have adopted.

SHRI ATAL BIHARI VAJPAYEE: What about implementation?

SHRI C. K. JAFFER SHARIEF: That is what we are implementing. That is what I have said.

श्री हरीश कुमार गंगवार : अध्यक्ष

मदीयू लगभग 25 साल पहले भी आर० पी० एफ० पैट्रोलिंग करती थी। क्या यह प्रथा अब भी जारी है या नहीं? दूसरी बात यह है कि जिन जगहों पर एक्सीडेंट आपने बताए, क्या उन जगहों पर भी इसने पैट्रोलिंग किया था या नहीं किया था? यदि नहीं किया था तो उनको क्या सजाय दी गई है?

श्री० मधु दंडवते : पैट्रोल की प्राइवेट बंदूकें हैं। इसलिये पैट्रोलिंग बन्द कर दिया है।

SHRI C. K. JAFFER SHARIEF: Patrolling of track by engineering gangmen, village defence parties home guards and RPF is a continuous process. Wherever we come across such accidents, we do have this arrangement. The question of lacking in this does not arise, and I am quite sure that even the Members on the other side would appreciate that that is exactly the effort to bring down the rate of accidents, as has been said earlier.

श्री हरीश कुमार गंगवार : अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं आया है। मैंने यह पूछा था कि जहाँ फिश-प्लेट हटने की वजह से एक्सीडेंट हुए हैं, उन स्थानों पर पैट्रोलिंग की व्यवस्था थी? अगर वहाँ पर कोई पैट्रोलिंग

की व्यवस्था थी और फिर भी एक्सीडेंट हुए, जो वहाँ निगरानी करने वाले थे या आर० पी० एफ० के लोग थे या दूसरे दूसरे लोग थे—उनको दंड दिया गया है या नहीं—यह स्पैसिफिक सवाल मैंने पूछा है। मंत्री जी जवाब दें।

SHRI C. K. JAFFER SHARIEF: That part of the information is not, right now, available with me. I will write to the hon. Member.

SHRI SUNIL MAITRA: He should have come prepared for answering supplementaries. Otherwise the Question Hour becomes meaningless.

SHRI HARIKESH BAHADUR: A Committee was appointed by the Government of India known as the Accidents Committee. (Interruptions)

SHRI ATAL BIHARI VAJPAYEE: Accidents Inquiry Committee.

MR. SPEAKER: Not to induce accidents! (Interruptions)

SHRI HARIKESH BAHADUR: Government has created such a situation. All the time accidents are taking place and nobody even knows the name of the Committee as Accidents Inquiry Committee; the whole thing is being remembered as Accidents Committee. The Accidents Inquiry Committee was there and that Committee has submitted its report also. It has made its recommendations. I would like to know from the hon. Minister whether these recommendations have been gone into and when is the Government going to implement these recommendations?

SHRI C. K. JAFFER SHARIEF: There have been three such committees appointed and earlier also these questions came up and we have given all the information to the House about the progressive implementation of the recommendations of these committees.

MR. SPEAKER: Shri Narayan Choubey.

SHRI M. SATYANARAYAN RAO: This side also you should look to. You always allow members from the other side.

PROF. N. G. RANGA: I am here just straight before you.

SHRI NARAYAN CHOUBEY: To keep the railway tracks in a proper condition and to keep the running of the trains, is it a fact—whether he known or not, but we know from our experience—that almost all the gangs are not working with their full capacity? Sometimes it has 20 persons and some gangs have only 14 persons and some only 13 or so and for that reason it is very difficult for the gangmen to work properly on the tracks? Is it for that reason also that accidents are on the increase as there is no requisite number of gangmen? Is it also a fact that after getting loan from the World Bank, the Railway Board and the Railway administration has decided to cut the number of Class IV staff 5 per cent on the plea that they are going to have some upgradation? And due to that reason the tracks are not being looked after properly. It is not only a question of shortage of nuts and bolts but it is also due to the fact that the requisite number of gangmen is not there. Is this not a fact and is it also not a fact that you are not going to fill up a number of posts of gangmen lying vacant in the Railways?

DR. SUBRAMANIAM SWAMY: Where is the Cabinet Minister?

SHRI C. K. JAFFER SHARIEF: To my knowledge what the hon. Member said is not correct. We have got a programme, Sir, for watching the track. I have always said the RPF, GRP etc. will be supplementing the gangmen according to seriousness of conditions.

SHRI NARAYAN CHOUBEY: What about the number of gangmen?

SHRI C. K. JAFFER SHARIEF: Not to my knowledge. We have sufficient number.

SHRI M. SATYANARAYAN RAO: Recently we had a debate on the Railways and our hon. Minister has given a new slogan—Safety, Security and Punctuality. . . .

DR. SUBRAMANIAM SWAMY: Where is he?

SHRI M. SATYANARAYAN RAO: The difficulty is—I do not know whether you are travelling by train. . . .

MR. SPEAKER: Yes, I do.

SHRI M. SATYANARAYAN RAO: But this is the experience of almost all the members who travel by trains—we do not know whether we will be reaching our destination safely. . . .

DR. SUBRAMANIAM SWAMY: What a condemnation, Sir?

SHRI M. SATYANARAYAN RAO: But, Sir, it is a fact. In view of this, what steps are the Government taking? You have announced something. You have said something in your reply but that will not satisfy us at all. What concrete steps you are taking in order to ensure the safety and security of the people? Apart from that, the tracks are all outmoded. Most of the tracks were laid during the British days. You are not doing anything to repair them. Whenever we demand any new railway lines, they do not give. In the current budget also they have not given. Even the old tracks are also not changed. This is the functioning of the railway Ministry. I do not know how people will feel about it. There is no security also not to speak of safe travel. RPF people are also not doing anything. In fact they are in collusion with the culprits. So I want to know what concrete steps you are taking in order to see that there is complete safety and security.

PROF. N. G. RANGA: He is right.

DR. SUBRAMANIAN SWAMY:
One thing they can do is to resign.

PROF. MADHU DANAVATE:
One correction, Sir. The hon. Member, instead of destiny, has said Restination.

SHRI C. K. JAFFER SHARIEF:
The hon Member has expressed his anguish about not taking up the lines proposed by him...

DR. SUBRAMANIAM SWAMY:
We support him.

SHRI C. K. JAFFER SHARIEF:
As he himself rightly pointed out, one of the reasons is that we have not taken up timely renewal of the tracks. That is why in the Sixth Plan which we have called as a Rehabilitation Plan, our effort will be to spend more for renewal of tracks and also replacement of the rolling stock, etc.

So far as the safety aspect is concerned, we have already said—even yesterday in the Rajya Sabha I have said—that we have now bifurcated the safety aspects concerning the suburban trains from the safety aspects concerning the longdistance trains. Sir, the study teams have been appointed. They have gone round. There is a team headed by the Minister himself and that team has visited the accident place in Calcutta to study the entire aspect. It is our effect to see that the accidents come down to nil. Sir, with regard to the security aspect the trains are being escorted by the RPF and GRP also but much depends on the support of the local governments and also the hon. Members of this House and the general public with regard to these measures.

श्रीमती संयोगिता राणे : अध्यक्ष जी
में यह जानना चाहती हूँ कि क्या मिनिस्टर

साहब यह बताई कि आर० पी० एफ० के लोग रात में अपनी राइफल पास में रख कर सो जाते हैं ?

These people just sleep keeping their rifles besides. They are for the protection of the passengers but they themselves sleep. Many of them are old. They should be sent on retirement and new hands recruited.

SHRI C. K. JAFFER SHARIEF: I am not holding brief to the RPF personnel as a whole. It is not proper to blame the entire RPF personnel for one or two individuals if they are committing wrong. If the hon. Member has any specific instances let her report to us and we will look into it.

Political solution of Afghan problem

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*374. SHRI ATAL BIHARI
VAJPAYEE:

SHRI SURAJ BHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the progress made in finding a political solution to the Afghanistan problem; and

(b) what new moves India proposed so as to help effect withdrawal of foreign troops from Afghanistan?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) The Non-Aligned Summit has reiterated the urgent call for a political settlement of the Afghanistan question. Earlier Mr. Cordovez, the personal representative of the U.N. Secretary-General visited Afghanistan, Pakistan and Iran to discuss further the elements of a political solution and the inter-relationships between them. The next round of talks is expected to be held in Geneva in April, 1983.