

Pandit D. N. Tiwari: May I know whether the purchasing of shares by Government has resulted in any appreciable improvement in the working of the shipyard and if not what was the use of purchasing it?

Mr. Speaker: The hon. Minister need not answer this. There is no end to these questions. One question comes in and then hon. Members put supplementaries ranging from the beginning to the end. I ought not to cast aspersions on hon. Members. But once Sir Walter Scott said, he wrote 18 volumes on the reign of Napoleon, but if he had had more time, he would have written only one volume. Therefore if hon. Members go through it and note down on their order paper what they have to put, the questions will be less in number.

Pandit D. N. Tiwari: I wanted to know whether the purchase of shares by the Government has resulted in any improvement in the working of the shipyard.

Mr. Speaker: That has nothing to do with it.

Shri Tridib Kumar Chaudhuri: May I know whether these shares were purchased at market value, par value or whether any tribunal arbitrator was appointed to fix the price?

Shri Raj Bahadur: The evaluation of the shares was done by two experts of the Finance Ministry, who went into the entire question of their value. In fact, we have paid only about Rs. 80 lakhs for shares with a face value of over Rs. 104 lakhs.

Capsizing of an Engine and a Bogey

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*568. { **Shri Khushwaqt Rai:**
Shri P. C. Borooah:
Shri Assar:
Shri Subiman Ghose:
Shri P. G. Deb:
Maharajkumar Vijaya Ananda:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the 14th May, 1961 the engine and a bogey of the Bhavnagar-Ahmedabad Mail had capsized at the Bhimnath Station;

(b) if so, the cause of this accident; and

(c) the number of passengers who lost their lives or were injured as a result of this accident?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) According to the Provisional findings of the Government Inspector of Railways, the accident was due to Mechanical failure.

(c) Casualties were:—

Killed — One.

Injured (minor) — Seven.

श्री खुशवाक़्त राय : क्या मैं जान सकता हूँ कि जो लोग मर गए थे जिनके चोटें आईं उनको मुश्रावजा दिया गया ?

Mr. Speaker: The hon. Minister need not answer this question. It does not arise out of this.

Shri Khushwaqt Rai: It arises out of this.

Mr. Speaker: Why did he reserve this thing for the supplementary? If he had put this question, the hon. Minister would have come prepared. The main question is whether there was any serious injury and he has answered it. I am not going to allow this question. Merely because an accident occurs, there are thousand questions which are relevant to be put—why did it capsize? Was there sabotage? What about compensation? There are thousand questions which are relevant but he asks about compensation. Do you mean to say that they will keep quiet? If other injured persons get compensation, these people also will get.

Shri Kushwaqt Rai: We should know what happened.

Mr. Speaker: This is not relevant. Thousand questions can be put—regarding the failure of a train—Was it examined? Why was it allowed to go on the track? Was the track bad? Instead of addressing oneself to all these questions, the hon. Member leaves them away and asks about compensation. They will certainly pay compensation according to the rules.

Shri Tridib Kumar Chaudhuri: The hon. Minister just said that this accident was due to mechanical failure. May I know whether any enquiry has been made and whether Government have satisfied themselves when the train started that the engine and the bogeys were all right? May I also know whether the reports of the Train Examiners have been found to be all right or whether the engine and the train were allowed to proceed with certain mechanical failure?

Shri S. V. Ramaswamy: It does not look as if the engine started with any mechanical defect. Anyhow, it is a matter for enquiry. The report of the Inspector of Railways says:

"After considering the evidence, it is seen that one wheel of the engine of the train came off and travelled in a derailed condition until it encountered the facing points..." etc.

The question is being pursued whether it went in that condition from the starting point.

Mr. Speaker: If a similar thing happens in an aeroplane, what will happen? Merely because it runs on rails, was it not inspected? Was it not examined before it was put on the track? How can suddenly one piece go away from another piece?

Shri S. V. Ramaswamy: Inspection is done before the train starts. But while in motion, while travelling, something can happen.

Mr. Speaker: How can it suddenly happen? It is surprising.

Shri Tridib Kumar Chaudhuri: I asked one specific point. There are the TAXRs, i.e. train examiners. I want to know whether their report has been called for when the train started.

Shri S. V. Ramaswamy: They have nothing to do with the loco. This is done by the mechanical staff.

Shri Tridib Kumar Chaudhuri: Train examiners are mechanically qualified persons.

Mr. Speaker: The main point is, was it examined before it was put on the rails that day and if so what does the report say? If it is not examined, does it happen that they take it for granted that it is all right? What are the precautions taken?

Shri S. V. Ramaswamy: The engines are examined and put on the track after they are checked up. That is the usual thing.

Mr. Speaker: Is there any such report so far as this is concerned?

Shri S. V. Ramaswamy: I require notice.

Mr. Speaker: Why has he not come prepared? This is a relevant question. I incurred the displeasure of two hon. Members here by saying that the questions they put were not relevant. But equally the hon. Minister should also be ready to answer whatever is relevant.

Shri Vajpayee: May I know whether this mechanical failure was due to any dereliction of duty on the part of any railway employee? Has any enquiry been made into this?

Shri S. V. Ramaswamy: All that will be enquired into.

Shri Kalika Singh: May I know whether this engine also was one of the engines which had become over-aged and could not be replaced?

The Minister of Railways (Shri Jagjivan Ram): There is some confusion in the mind of the hon. Member about the word 'over-age'. "Over-aged" does not necessarily mean that the engine had been condemned. I will refer the hon. Member to two words: over-aged and condemned. There is an age-limit fixed for railway engines.

An Hon. Member: What is it?

Shri Jagjivan Ram: It may be 30 years 40 years or even 45 years. But even after the expiry of that period if the engine is found in good condition it is used. Only after it has become unusable it is condemned and it is not used. So we are using quite a number of over-aged engines.