

(c) I. Suspension following arrest—2,685.

II. Discharged following arrest—770.

(d) The present orders only cover cases where employees have been prosecuted under Section 4 of the Essential Services Maintenance Ordinance and these cases have mostly been reviewed and employees put back to duty. In regard to persons charged with offences under Section 5 of the Essential Services Maintenance Ordinance or other Acts the question of review does not arise.

Accident to Madras-Bound Janta Express at Coleroon Station (S. Railway)

1804. SHRI DEVEN SEN :
 SHRI CHENGALRAYA NAIDU :
 SHRI B. K. DAS-CHOWDHURY ;
 SHRI D. R. PARMAR :
 SHRI ONKAR LAL BERWA :
 SHRI KIKAR SINGH :
 SHRI P. N. SOLANKI :
 SHRI RANGA :
 SHRI SHASHI BHUSHAN :
 SHRI HUKUM CHAND KACHWAI :
 SHRI D. N. PATODIA :
 SHRI JYOTIRMOY BASU :
 SHRI Y. S. KUSWAH :
 SHRI YASHPAL SINGH :
 SHRI K. LAKKAPPA :
 SHRI D. C. SHARMA :
 SHRI HARDAYAL DEVGUN :
 SHRI BENI SHANKER SHARMA :
 SHRI RANJIT SINGH :
 SHRI SRADHAKAR SUPAKAR :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large number of persons travelling on the roof of the Madras-bound Janata Express to attend the funeral ceremony of the late Chief Minister of Tamil Nadu, were hit

by iron girders at Coleroon Railway Station on the 4th February, 1969 ;

(b) if so, the details of the accident ;

(c) the number of persons killed and injured thereby ;

(d) whether Government have conducted any enquiry into the accident and if so, the result thereof ;

(e) whether any compensation has been given or is proposed to be given to the victims and their relatives ; and

(f) the remedial measures which Government propose to take to avoid recurrence of such incidents in future ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The accident occurred at Bridge No. 685 between Vallampadugai and Chidambaram stations.

(b) Train No. 114 Up Madurai-Madras Janata Express arrived at Coleroon station at about 9.15 hours on 4.2.69, about 9 hours late due to detentions enroute caused by ticketless passengers travelling unauthorisedly on the engine, on the foot boards and on the roof tops for proceeding to Madras to attend the funeral of late Chief Minister of Tamil Nadu. Attempts were made by the railway staff to bring down the roof travellers but although many got down, they apparently got back on the engine and on to the roof tops of the carriages, when the train left Coleroon a little later. While the train was passing over Bridge No. 685 at Km. 251/7-8, some of the roof-travellers were struck by the over head bracing of the girders.

(c) As a result 36 persons were killed and another 39 injured.

(d) The Additional Commissioner of Railway Safety, Bangalore, has held a statutory inquiry about this accident and his report is awaited.

(e) No compensation is payable to the relatives of those killed or to the persons injured in this case.

(f) Travelling on roof tops is a punishable offence under the Section 118 (2) of the Indian Railways Act and recurrence of such accidents would, therefore, be avoided with a greater enforcement of and respect for the law in this regard. On its part, however, the railway administration has been giving wide publicity to the hazards of travelling on footboards and roof tops of railway coaches. In addition station masters of the stations at either end of those sections on which there are bridges etc. that might pose a hazard to unauthorised roof-travellers, have instructions to start trains only after clearing the roof tops. However, these preventive steps can be of little avail with unruly mobs which cannot be controlled by the railway staff at stations.

Private Railway Lines

1805. SHRI DEVEN SEN :
 SHRI P. N. SOLANKI :
 SHRI D. R. PARMAR :
 SHRI KIKAR SINGH :
 SHRI ONKAR LAL BERWA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some private railways lines like Light Railways and Trolley Railways, still exist in some States ;

(b) if so, nature of facilities being given by the respective States as well as by the Centre and the Railways ;

(c) whether Government propose to take over the same in the future ;

(d) if so, when and under what terms and conditions ;

(e) if not, the reasons therefor ; and

(f) what will be the future of the employees working in the same and whether they will be absorbed and given the seniority in the new set-up ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) Yes,

(b) No facilities are being given by the Centre except those are obligatory under the respective agreements.

(c) to (e). Purchase of the private Railways having contracts with Government of India is considered, taking into account all relevant factors, whenever the periodical option for purchase falls due under the contract. The terms and conditions of purchase of these Railways are governed by their respective contracts. The working of any private Railway can also be taken over by Government in case of emergency, in terms of the Railway (Emergency provisions) Act, 1951.

(f) Does not arise at present.

Conversion of Metre Gauge line from Ernakulum to Trivandam into Broad Gauge

1806. SHRI F. K. NAYANAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to convert the meter gauge line between Ernakulam and Trivandrum into broad gauge line ; and

(b) if so, when this work is likely to be completed ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Preliminary Engineering and Traffic Surveys are proposed to be taken up in 1969-70 for the conversion into Broad Gauge of the Ernakulam-Quilon-Trivandrum Metre Gauge Section. A decision regarding the actual conversion of this section will be taken after the surveys are completed and the result thereof known.

Net Profit of Leading Companies

1807. SHRI B. K. DASCHOWDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the attention of Government has been drawn by the Federation of Indian Chambers of Commerce and Industry to the fact that the net profit of 200 leading Companies in India has declined ; and