

# LOK SABHA DEBATES

---

---

## LOK SABHA

---

*Tuesday, March 15, 1994/  
Phalguna 24, 1915 (Saka)*

---

*The Lok Sabha met at  
Eleven of the Clock.*

[MR. SPEAKER in the Chair]

## OBITUARY REFERENCES

MR. SPEAKER: Honourable Members, it is my sad duty to inform the House of the passing away of two of our former colleagues, namely Sarvashri V. Muniswamy Thirukuralar and R.V. Reddiar.

Shri V. Muniswamy Thirukuralar was a Member of First Lok Sabha during 1952-57. He represented Tindivanam Parliamentary Constituency of Tamil Nadu.

He was a Tamil Scholar. He had done a special study of the "Thirukural" which is considered as Tamil Vedant for which he was awarded the title of "Thirukuralar".

A journalist by profession, he was the Editor of Tamil Weekly "Kural Malar". He authored a book in Tamil called

"Thirukural" and small books of easy study in Kural.

As a social worker, he worked for the spread of adult education.

Shri V. Muniswamy Thirukuralar passed away on the 4th January, 1994 at Tindivanam at the age of 78 years.

Shri R.V. Reddiar was a Member of Third Lok Sabha. He represented Tindivanam Parliamentary Constituency during 1962-67. He was a Member of the Central Legislative Assembly from 1945 to 1947.

Earlier he was a Member of the State Legislature in 1937.

An agriculturist and advocate by profession, Shri Reddiar was also a supporter of co-operative movement. He was the President of South Indian Sugarcane Growers Association and was also a Member of Indian Central Sugarcane Committee during 1947-59.

Shri R.V. Reddiar passed away on the 19th February, 1994 at Tindivanam at the age of 97 years.

We deeply mourn the loss of these friends and I am sure, the House will join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the deceased.

11.03 hrs.

*The Members then stood in silence for a short while.*

---

11.05 hrs.

## ORAL ANSWERS TO QUESTIONS

[English]

### Brake Power

+

\*242. SHRI AJOY MUKHOPADYAY:  
SHRI BASUDEB ACHARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether adequate brake power is not being provided for running of trains;

(b) if so, the reasons therefor; and

(c) the steps being taken to run trains with adequate brake power to prevent accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir. Adequate brake power is provided for running of trains.

(b) and (c). Do not arise.

SHRI AJOY MUKHOPADYAY: Sir, the Minister has stated in the reply that adequate brake power is provided for running of trains. In view of his reply, I would like to know the main reason for the frequent railway accidents which are taking place in this country. What is the total number of accidents during the financial year and whether the number is on the increase or on the decrease ?

SHRI K.C. LENKA: Railway accidents due to lack of brake power is very rare. On an average around nine trains are stabled on account of poor brake power on the Indian Railway. This comes only 0.15 per cent of the total number of trains stabled. What accidents that have happened and according to the recommendations given by the Railway Accidents Enquiry Committee, a very minimum number of accidents has been happening due to the lack of air-brake. I have no particular survey about accident that has been caused by lack of air-brake.

I will inform you the details. The main reason of the accidents is due to failure of human power, not by brake failure. Fifty per cent of the accidents is caused by human failure. The other fifty per cent is due to so many reasons like some defect in the tracks, lack of track renewal, by sabotage, fish plate being taken out. The other accidents are due to defects in mechanical and technical system.

SHRI AJOY MUKHOPADYAY: Second supplementary is, the Minister has not replied properly.

MR. SPEAKER: Will you like to ask him, is it true or not!

SHRI AJOY MUKHOPADYAY: The Minister has just now stated that the railway accidents are not due to failure of brake failure but failure of manpower. I would like to know what is the time schedule of the railwaymen, particularly drivers. How many hours they have to work per day ?

Second part of my question is, there were series of bomb blasts which took place a few months back simultaneously in several trains including Rajdhani Express. Have the culprits involved in these