

(श्री वृद्धि चन्द्र जैन)

तीसरा प्रश्न मेरा यह है कि आज के आधुनिक समय में जो ट्रेनिंग फैसिलिटीज़ हैं, ट्रान्सपोर्ट इन्फ्रस्ट्रक्चर, वेल्फेयर स्कीम्स जैसे कंस्ट्रक्शन आफ क्वार्टर्स, वेरेक एकोमडेसन फोर नान-गजेटेड पुलिस परसोनेल और वायरलेस इन्फ्रस्ट्रक्चर, इन सब की व्यवस्था करने के लिए आपने क्या कदम उठाए हैं ? इस के बारे में मैं जानकारी चाहता हूँ ।

SHRI P. VENKATASUBBAIAH : The hon. Member has given a long list of questions, which are not strictly relevant to this. I will furnish the information which the hon. Member wants to have.

13.25 hrs.

STATEMENT RE : ACCIDENT ON 16th AUGUST, 1984 TO 4 GJ JABALPUR-GONDIA PASSENGER BETWEEN CHAREGAON AND SAMANAPUR STATIONS ON THE JABALPUR-GONDIA NARROW GAUGE SECTION OF SOUTH-EASTERN RAILWAY

THE DEPUTY MINISTER IN THE DEPARTMENT OF SPORTS, IN THE MINISTRY OF WORKS AND HOUSING AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : On behalf of Shri A.B.A. Ghani Khan Choudhury, Sir, I regret to apprise the House of an unfortunate accident which occurred on 16.8.1984 due to the vagaries of nature.

Due to unprecedented sudden rain in the area between Charegaon and Samanapur Stations on Jabalpur-Gondia Narrow Gauge Section of the South Eastern Railway, the embankment next to a small culvert bridge 6 feet wide got breached due to the flash flood of water.

The train No. 4 GJ Jabalpur-Gondia Passenger consisting of 10 coaches and one other vehicle which was on run on this

section derailed and five coaches of the train capsized at the breach spot while the train engine remained on the rail.

It is given to understand by the South Eastern Railway that never before in the living memory has there been any flood damage in this area and hence there had been no occasion for the Railway to consider any special action to be taken in this area.

Unfortunately, this accident has resulted in 61 deaths including two grievously injured who died later, fiftyfour passengers received grievous injuries and fortyseven passengers received simple/trivial injuries.

Out of the coaches which capsized, all were under water but fortunately for us when rain stopped and water subsided, Railways along with the Civil authorities were able to make a through search to our satisfaction about the existence of trapped bodies. We found that 59 bodies were there. After rescue operations, we started lifting operation of the coaches one by one and also repairing of the track to bring relief train nearer and bring other equipments for lifting operations to be done speedily. By now, if there is no rain, lifting operations would have also been complete. With regard to the search of the bodies, it can be stated that this has been completed and the theory that flash of water carried some bodies does not have any basis since the search was made with the Civil authorities. The nullah was a small one and due to sudden flash of water it got swollen and when the rains stopped within a very short time, water subsided.

The Railways claim that the accident was due to natural calamity over which they had no control.

The safety authorities will tell us finally whether there was negligence on the part of the Railways about this accident. The report of the Commissioner of Railway Safety will be made available as the Railway Minister has made it a practice now. If it is a natural calamity as the Railways claim, we are sorry for the loss of human lives, but it is difficult to fix responsibility at this stage.

However, the Railway Minister has instructed the Railway authorities to suspend all services on this line till fair weather comes back. There is no sense in taking any risk.

Normally speaking, according to Meteorological Department if heavy showers are forecast, precautionary measures are taken and services are suspended. Here, I understand that there was some warning of intermittent heavy showers at some places in the region but as this particular reach is not vulnerable and no breaches took place in the living human memory, Railway authorities thought it safe to run the train. Now it is for the Commissioner for Railway Safety to go into the details whether this culvert was in an unsafe condition and the Railways did not take enough precaution to repair it in advance. In that event, action will be taken for negligence and nobody will be spared.

Immediately after getting the news of the accident, the Railway Minister had sent the Member Traffic, Railway Board, along with the Director, Civil Engineering, Railway Board to the site while after taking this step, the Railway Minister himself proceeded to the spot along with the Chairman, Railway Board and the Member, Engineering, Railway Board to see things for himself.

13 30 hrs.

CONSTITUTION (FIFTIETH AMENDMENT) BILL*

THE MINISTER OF HOME AFFAIRS (SHRI P.V. NARASIMHA RAO) : Sir, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR SPEAKER : Prof. Ajit Kumar Mehta, Shri Satyasadhan Chakraborty, Shri Jagpal Singh Kashyap, Shri Sudhir Kumar Giri, Shri Somnath Chatterjee, Shri Sunil Maitra, Prof. Madhu Dandavate and Shri Chitta Basu are not here. So, no one to oppose the introduction of the Bill.

The question is :

“That leave be granted to introduce a Bill further to amend the Constitution of India.”

The motion was adopted

SHRI P.V. NARASIMHA RAO : Sir, I introduce the Bill.

CONSTITUTION (FIFTY-FIRST AMENDMENT) BILL*

THE MINISTER OF HOME AFFAIRS (SHRI P.V. NARASIMHA RAO) : Sir, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. SPEAKER : No body to oppose the introduction of the Bill.

Shri Jaipal Singh Kashyap is absent.

The question is :

“That leave be granted to introduce a Bill further to amend the Constitution of India.”

The motion was adopted

SHRI P.V. NARASIMHA RAO : Sir, I introduce the Bill.

13.31 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER : Let us now take up Matters under Rule 377. Shri Digamber Singh not present. Shri Jitendra Prasada-Not present Shrimati Madhuri Singh-Not present Now, Prof. P.J. Kurien.