

Clause 1—(Short Title)

(Amendment made).

Page I, line 3,—

for "1968" substitute "1969" (2)
(Shri F. A. Ahmed)

MR. DEPUTY-SPEAKER : The question is :

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Facting Formula

(Amendment made) :

for "Nineteenth" substitute "Twentieth" (1)

(Shri F. A. Ahmed)

MR. DEPUTY-SPEAKER : The question is :

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

SHRI F. A. AHMED : I move :

"That the Bill, as amended, be passed".

श्री अब्दुल गनी डार : जीन ए पीइन्ट आफ मांडर । देखिए आप स्पीकर बनने वाले हैं यही करोगे । रूल में इजाजत है बोलने का, कोई दिक्कत नहीं है ।

نصیری عبدالغنی ڈار :- آن اے پائنٹ آف آرڈر دیکھئے آپ سپیکر بننے والے ہیں یہی کریں گے۔ رول میں اجازت ہے بولنے کی۔ کوئی دقت نہیں ہے۔

MR. DEPUTY-SPEAKER : The question is :

"That the Bill, as amended, be passed."

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall take up half an hour discussion.

श्री अब्दुल गनी डार : आप स्पीकर बनने वाले हैं, और स्पीकर प्रेसीडेण्ट बनने वाले हैं । अभी से आप हमको क्यों दबाते हैं । रूल में जो हम को राइट है उस के बारे में आप कलिंग दीजिए कि बाया मुझे बोलने का थर्ड स्टेज पर राइट था कि नहीं ।

نصیری عبدالغنی ڈار (گوڑا ٹکاؤن) :- اتموویل میمبر کو پینٹ ہونا چاہیے مگر حیرت آمیز ہے چارے ہیں اچار یہ کہ بلڈی اور وی وی گری صاحب کا۔ وہ تو 70 سے اوپر ہے۔ کوئی بینک آف میمبیرز نہیں ہے۔

MR. DEPUTY-SPEAKER : I had extended the time by two hours. There is nothing before the House and there can be no point of order.

SHRI ABDUL GHANI DAR : My point of order is that every Member of the House has every right to make his appeal to the Government at the third reading stage.

आप ने क्यों ही सूब किया मैं खड़ा हुआ तब आप ने बक्त नहीं दिया । मैं समझता हूँ कि आप को अपना ऐटीट्यूड बदलना चाहिए ।

MR. DEPUTY-SPEAKER : We extended the time and the Bill had already been passed. There is no question of any point of order.

17.33 hrs.

HALF AN HOUR DISCUSSION
RAILWAY ACCIDENTS

SHRI JYOTIRMOY BASU (Diamond Harbour) : The railways recent drum beat

ing on 28th April in the national press that the accident position has touched an all time low was believed within a very short period. They had three major accidents taking valuable human lives : one at Burdwan which took four lives, the other in the NFR between Laming and Badarpur and the third one at Safala and the fourth and the most recent one in Aligarh. In Aligarh the engine had no headlight. There are other reasons that could be gone into later on. There was the drum beating that is was all time low.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : The headlight was all right.

SHRI JYOTIRMOY BASU : Well, you will get a chance to reply. Now, this drum-beating by the Railways—"all-time low"—sounds to me as if the impression of statistics on the human mind has lost all its value. I may tell you that I borrowed this, I think, from Prof. Ranga, but I shall put it this way. (*Interruption*) Sir, if they interrupt me like this—

MR. DEPUTY-SPEAKER : He is attentively listening to the argument. Please proceed.

SHRI JYOTIRMOY BASU : I would put it this way. The performance of the Indian Railways is like this. "Travel by plane and be on the top of the world : travel by the Indian Railways and see the graveyard". In India, unfortunately, death does not agitate the Government. Life has no value ; it is so cheap to them. So, there is no doubt that they are very callous about it.

The Ministry of Railways and the Railway Board have proved to be thoroughly unequal to this task. I shall quote from a widely circulated paper in which the editorial has said that "we can still more emphatically accuse the railways of apathy towards human lives, of utter dereliction of primary duty, the failure to behave with courage and wisdom in a difficult situation." What more do you want to hear ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : From where is it ?

SHRI JYOTIRMOY BASU : *The Hindustan Times*—one of your supporting papers owned by Birla Brothers. This is the position.

I hear that every day 62 lakhs of passengers travel and are exposed to this severe risk in the Indian railways. Every day 62 lakhs of passengers are exposed to this risk, over an area of 60,000 kilo meters of railway lines and travelling 10,000 miles. They are constantly being exposed to suspension and fear in their minds.

If I remember aright, in 1966-67, there had been cases of accidents which had touched 48,235 casualties 41,270 of which were the direct responsibility of the railways. Out of this, 1,572 proved to be fatal and there were serious injuries to 3,471 people. What a wonderful performance ?

Pandit Kunzru had very rightly said said that 75 per cent of these accidents are avoidable and they take place due to human failures. What are these human failures ? Let us consider them, and I am sure the Minister would not dispute them. An average man in the operational side and other spheres of the Indian railways today is one of the most demoralised and dissatisfied persons. That is the main reason. What are these ? First I will say, it is overwork, fatigue and exhaustion. Mr. Justice Rajadhyaksha had suggested that a driver should not do more than 10 hours of work. Mr. Kunzru said it should not be more than 14 hours, and what is actually happening today is this sometimes touches 24 hours. That is what Justice Wanchoo has said, I have known cases of drivers of goods trains driving the engine for not less than 20 hours at a stretch. I shall quote from the report of the Wanchoo Commission which was appointed by the Government themselves. For drivers, Grade C, the number of trips with more than 12 hours and less than 20 hours—19 hours and 59 minutes—in the South-Central Railway was 34.3 per cent. Over one-third of the total area, they had this over-running of trains.

It says that "apart from the South-Central Railway, which did not furnish complete

[Sari Jyotirmoy Basu]

information, it would appear that the North-East Frontier Railway had the largest number of cases of drivers performing more than 12 hours running duty followed by..." etc., etc. I do not know what the minister will say. The railways have earned a name for breaking their own rules. They take the defence that a driver had been involved in an accident only about 2 hours after his taking over the engine. That is no argument. Neither their plea that they pay over time helps the cause. These are no defences at all. The railways quite often make the drivers and other operational staff do over-work. Thereby they become victims of fatigue and exhaustion, which is the root cause for accidents taking a heavy toll on the Indian Railways.

There have been cases of loco firemen in Sealdah Division of the Eastern Railway, who have made certain demands which have not been accepted. They approached these people many times, but they are not even willing to see them. Some of their demands are, eight hours working in shed and yard pilots should taken as equivalent to working of 160 KM in open line, for the purpose of changing running allowances. They would not do that. Then, to provide an assistant driver along with the motor man in E. M. U. and push pull units in the drivers cab to ensure greater safety. Provision of a fireman Grade B in the yard pilot in addition to fireman Grade C. They would not listen to these demands. Naturally there is a lot of agitation and they have victimised some people.

There is severe economic pressure on the man working on the Indian Railways. His mind is on the rising cost of living. His mind is not on the engine, on the lever or on the signal; he is thinking about other things in life. It is the duty of the railways to see that he is satisfied so that he can be trusted with human lives. There was a serious accident and when the cabinman handling the levers was asked, "Why did you put the train on the wrong line?", he said, "When I left my quarters, my only child was running very high temperature. When my wife wanted some money for buying medicine, I did not have the money. I gave a slap on

her face and I came back to the cabin. My mind was working on that. I was feeling sorry, depressed, demoralised and helpless. So this accident took place." That is the average picture of the railwaymen.

There is insecurity, in service, penalisation and charge sheeting. I do not think there is a single man on the operation job in the railways who has not been charge-sheeted. They have become masters of charge-sheeting. Anything may happen and the Railwayman will be charge-sheeted. There are cases where a driver, after driving for 24 hours, refused to drive any further and he was charge-sheeted. A man who is working under constant threat can never put his mind and heart to his work.

There is so much victimisation all over Indian Railways that it is telling on the mind of the operators.

MR. DEPUTY-SPEAKER : He should conclude in 2 minutes.

SHRI JYOTIRMOY BASU : I must have 15 minutes. I started at 5. 35.

MR. DEPUTY-SPEAKER : The person who raises the discussion has 10 minutes. The Minister has 10 minutes and 10 minutes are for questions.

SHRI JYOTIRMOY BASU : Sir, the rising cost of living and economic difficulties are killing them. Casual labour who maintain the track are under constant threat of being sacked. What can you expect from them? There is poor management and heartless and repressive treatment of the workers.

The other day I took a deputation of Northern Railway clerks to the hon. Minister's bungalow. They had come all over the country. The hon. Minister refused to see them (*Interruption*). Last year, on the same issue I had taken a deputation of clerks to Shri Poonacha's house. He was at least courteous to see them and listen to their grievances. When the present hon. Minister refused to see them it made me feel very sorry on that day.

There is a severe shortage of operational staff, there are constant vacancies and there are not many leaves reserves. That is why this fatigue and over-work is taking place.

About delay in taking action on accident cases the Wanchoo Commission has said very clearly that from the date of accident to the date of imposition of final punishment it takes 104 days—3½ months. How do you expect a man to keep his head up and mind clear when they take such a long time, when they demoralise him and keep him under constant suspense? That is how they are demoralising the whole Indian Railways.

In September 1968 Shri Poonacha had taken the trouble of meeting the station masters and drivers. They had given some concrete suggestions which they thought would lead to avoiding accidents, there are also the recommendations of Kunzru Committee made six year ago. I would like to know from the minister which are the ones that have been implemented, which are the ones that have not been implemented and the reasons for the same.

As far as staff are concerned, they must not penalise them, they must not victimise them and they must recognise their unions. They have withdrawn recognition of unions and that has demoralised them quite a bit.

MR. DEPUTY-SPEAKER : I would like to tell Shri Basu that if he continues like this I will have to curtail the time of the Minister.

SHRI JYOTIRMOY BASU : I will conclude in other three minutes. Shri Wanchoo in his report has said that the attention being paid to our railways, training and maintenance of efficiency of operational personnel and maintenance of track and other physical facilities is not what it should be to make railway travel safe. What more could be said by such an eminent person as Justice Wanchoo.

The recent Safety Commission's report says about importation of engines which were bad enough and unsuitable for India, it says clearly that the Commission was unable to agree to the increase in speed of hundred electric locomotives which I imported from Europe beyond a speed of 61. They have said that these engines are not suitable for Indian Railways. Yet they were brought and put into service.

Then I come to hazards of fire due to shortcircuit or hot axle. It has taken a toll of 4.4 per cent of the accidents, 25.4 per cent of deaths and 13.4 per cent of property that has been lost. There are 11,000 unmanned level crossings which are a constant source of danger to people in this country. The Railway Minister must do something about that also.

There are some facts about passengers. There are people who are compelled to travel on footboards and on roofs of trains. There are no over-bridges and people cross Railway lines in a hurry which cause accidents very often. There are no alarm chains in important trains like 17 Pathankot Express. Last year that train due to fire took a toll of ten lives. The Safety Commission is doing very little because the Railway Board has assumed over-riding powers and their recommendations are thrown into the waste paper basket. So, may I suggest to the hon. Minister that he should consider the replacement of this Commission by a quasi-judicial administrative tribunal?

Lastly, I would appeal to the hon. Minister that if he wants to do away with or reduce accidents sizably in the country, he must have a faithful, honest and royal band of workers working the railways.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAGH SINGH) : I am very happy that the hon. Member has tried to point out the some of the deficiencies of the railways. But, while utilising the the time of the House, he wanted to ventilate the the personal hurt that he got at my residence. He meets me almost daily here, but I do not know why, he trumpeted like a humbug throughout the country that the is going to march at my residence with some railways workers to show their discontent. Although he was himself present at the occasion, he could not collect even 60 persons to march at my house, despite his trumpeting like a humbug throughout the country. Although he was saying that he is again trumpeting, he trumpeted his achievements. But if he wants to make me act like their Ministers, I am sorry, I am not going to oblige him.

SHRI JYOTIRMOY BASU : Act in a humane way. After all, they were coming

[Dr. Ram Subhag Singh]

to see you after travelling hundreds of miles.

DR. RAM SUBHAG SINGH : I want to deal with the railway employees directly. We have eliminated intermediaries everywhere—in agriculture as well as in industry. The managing agency system has been eliminated. So, I do not want that managing agents like Shri Joytirmoy Basu to continue in the railways. He wants to sell his own party among the railway employees. But I am not prepared to create an atmosphere for that in the railways. He wants to fish in troubled waters. You don't worry about the railways workers. We will look after them.

SHRI JOTIRMOY BASU : I have to worry, because I have spent my life with them.

DR. RAM SUBHAG SINGH : Coming to victimisation, I do not know from where he has manufactured this point. Sir, you know what has been done on behalf of the Government. They wanted to paralyse the Government; more particularly he, who has recently come fattened from the jail. He wanted to create trouble, but he could not succeed.

He quoted the Wanchoo Committee Report to show that the accidents are going up. I have got a report here which says the Committee has stated that:—

“There was a significant decrease during the five-year period ending 1967-68 as compared to the six-year period ending 1962-63.”

I want to open his mind by quoting certain figures. In 1951-52 the traffic handled by the railways was 298.2 million train kilometers and the accident figure was 16,142. In 1962-63 the traffic handled was 408.29 million train kilometers and the accident figure came down to 9,132. In 1967-68 the traffic handled was 455.10 million train kilometers and the accident figure came down to 5,502. I do not know whether he has got the eyes to read this or not. Then, he takes his lessons from a Birla paper because he takes light from that. We want to take light from facts...*(Interruptions)*

He has himself quoted that paper. That shows the type of mind he is having.

SHRI JOTIRMOY BASU : I would like to say that the Minister is exceeding his limit, so far as language is concerned.

DR. RAM SUBHAG SINGH : The figure of traffic handled in 1951-52 was 298.2 million train kilometers and the number of accidents was 16,142. While in 1967-68 the traffic handled was 455.10 million train kilometres and the number of accidents was 5502. In that way, the incidence of accidents every year is coming down.

Coming to the recent accident, my distinguished colleague was on the site of the accident. The train as well as the bus were running parallel for about three miles. If anybody wants to overtake, I do not know why should the railways be unnecessarily blamed...

SHRI JYOTIRMOY BASU : You had a green signal at the level crossing.

DR. RAM SUBHAG SINGH : It was in the process of being locked. About the total number of accidents, and consequential accidents, that figure also has gone down. As regards the Kunzru Committee Report, there were over 354 accepted recommendations and we have implemented 324 recommendations. It is due to the implementation of the Kunzru Committee Report that the accidents figures are going down.

He also mentioned about un-manned level crossings. The position is, in 1964-65, there were 113 accidents there. This is the statement showing the position of accidents at level crossings. Now, they have come down to 89, in 1968-69. This also a definite improvement. Here, he said, if you travel by Indian railways, then you will go either to burial ground or grave. But here are the figures of international railways. The Canadian Pacific Railways. The railway accidents figure is 3.68, incidence of collisions and derailments per million train kilometres; the Canadian National Railways—3.68; Japanese National railways—3.53 and in regard to Indian railways—2.33. I do not know whether we should blame ourselves or say something in favour of the Indian railways because he has not himself reached to the burial ground—he is

still with us ; we would like him to continue to be with us—in spite of the fact he always travels by Indian railways. I want that he should continue to be our colleague... (Interruption).

SHRI JYOTIRMOY BASU : Why don't you quote other countries ?

DR. RAM SUBHAG SINGH : You are free to quote other countries ; you are free to quote Moscow or China, if you want.

As observed by the Wanchoo Committee, with the implementation of the recommendations made by the Kunzru Committee, it will be seen that the number of accidents attributable to human failure has come down considerably. As against 719 such accidents during 1966-67—he mentioned about railway employees, the fatigue and other factors—due to staff failure, the number of accidents came down to 682 in 1967-68 and it came down further to only 478 in 1968-69. So, here also, it is a definite improvement.

SHRI JYOTIRMOY BASU : Have you got something to say about over-working of the operational staff ?

DR. RAM SUBHAG SINGH : Yes ; we have implemented the Kunzru Committee Report...

SHRI JYOTIRMOY BASU : 20 hours at a stretch ? That is what Mr. Wanchoo says.

DR. RAM SUBHAG SINGH : I have quoted Mr. Wanchoo also. The number of staff working long hours has come down by about fifty per cent. Even if all the 138 accidents the causes of which have not yet been finalised were to be treated as having been caused by failure of railway staff, as Mr. Jyotirmoy Basu pointed out, the position would still show an appreciable improvement. It will thus be seen that the number of accidents due to failure railway staff has come down. I have quoted some figures. If you want, I can quote other figures also. But there is not much time at my disposal.

Then, he said about victimisation, I have already said that we do not intend to victimise anybody. (Interruption) He has

come out of jail with improved condition of his health.

18 hrs.

[SHRI VASUDEVAN NAIR in the Chair]

Then, all the safety measures have been taken. We have Set up a safety organisation. We are also trying to educate staff. The educational process, the effective supervision and engineering aids are there. The enforcement process is there. All these measures of accident prevention have shown a definite improvement because the accidents figures are progressively going down. And in future I believe that further success will be achieved and there would not be any cause for discontent any where. I know that there has not been that discontent. Mr. Basu also for the sake of discussion thought that he lost 10 valuable days and therefore, he should raise some points and get some publicity. I am prepared to oblige him on that account But this much assurance I should give that throughout we are going to be as liberal with the staff as possible.

In regard to prevention of accidents anything needed for improving the position will be done. Whatever was pointed out by the Kunzru Committee has been done. Because there are 28 recommendations of the Kunzru Committee...

SHRI JYOTIRMOY BASU : How many not implemented ?

DR. RAM SUBHAG SINGH : Only 28 About to dozen out of 354 recommendations remain. I will place a list of those recommendations here on the Table of the House and you can get yourself enlightened and there is nothing that you can blame the railway on that account. All the recommendations made by the Wanchoo Committee have also received our utmost consideration and we will continue to benefit not only from the recommendations of those Committees but also from the advice tendered on the floor of the House, but Mr. Basu has not given any definite advice.

SHRI JYOTIRMOY BASU : You replace the Safety Commission by a quasi-judicial administrative tribunal.

DR. RAM SUBHAG SINGH : You can justify. The figures are going down daily. (*Interruptions*) The Railway Board is supposed to override you also if you act wrongly. I am not going to listen to your advice which is destructive. I will welcome your constructive suggestions and I will trust that by giving effect to the recommendations of these two Committees as also the advice tendered on the floor of this House by various hon. Members we hope to improve the position. Any constructive suggestion on behalf of anybody more so from the Members of the House would be most welcome.

SHRI JYOTIRMOY BASU : He can tell us what they have done with regard to the advice given to Mr. Poonacha by the Station Masters and Drivers in 1968 ?

DR. RAM SUBHAG SINGH : You know that.

SHRI JYOTIRMOY BASU : Have you implemented them ?

DR. RAM SUBHAG SINGH : I do not want to create a forum here for his personal propaganda.

श्री कृष्ण भूषण (खारगोन) : पोइन्ट आफ आर्डर। वरी अर्जेंट है। अभी माननीय अब्दुल गनी डार साहब ने कहा था कि स्पीकर साहब प्रेसीडेण्ट होने वाले हैं। क्या कोई माननीय सदस्य प्रेसीडेंट को बाहर भेजने का या अपोइन्ट करने का अधिकार रखता है ? माननीय बलराज मधोक ने भी अभी कहा था कि प्रेसीडेण्ट होने वाले हैं। तो इस पर आपकी रूलिंग में चाहता हूँ।

श्री अब्दुल गनी डार (गुडगांव) : आनरेबिल मेम्बर को पता होना चाहिए कि जो नाम लिए जा रहे हैं, आचार्य कृपलानी और वी० वी० गिरि साहब का, वह तो 70 से ऊपर गये। कोई यंग आदमी ही प्रेसीडेंट होगा।

MR. CHAIRMAN : This is all irrelevant. Order please. This is half an hour

شمسری عبدالغنی ڈار سے آپ سے یہ سیکرٹ بننے والے ہیں۔
 اور سیکرٹ پریزیڈنٹ بننے والے ہیں ابھی سے آپ ہم
 کو کیوں دباتے ہیں۔ بول میں جو ہم کو رٹ ہے اس
 کے بارے میں آپ رولنگ دیکھیں مگر آریا مجھے بولنے کا
 حق ڈیوٹیج پر رٹ تھا کہ نہیں۔

discussion on an entirely different subject. This has nothing to do with the President's election.

श्री रणधीर सिंह (रोहतक) : सभापति महोदय, हमारे देश के इस रेलवे विभाग में कोई दस लाख मुलाजिम हैं और एक करोड़ की आबादी को रोजगार यह विभाग देता है। अगर दुनिया के दूसरे देशों से मुकाबला किया जाय तो हमारी रेलवेज में ऐक्सीडेंट्स लीस्ट है और उसके लिए रेलवे मंत्री महोदय को धन्यवाद देता हूँ। वह बघाई के पात्र हैं कि जब से उन्होंने इस मंत्रालय का चार्ज सम्हाला है ऐक्सीडेंट्स गायब हो गये हैं। यह पता नहीं कलकत्ते की तरफ चले गये और उधर ईस्टर्न सैक्टर में ऐक्सीडेंट्स कर दिये। अगर यह उधर न जाते तो ऐक्सीडेंट्स न होते। मंत्री महोदय यह फरमायें कि मशिरिकी हिन्दुस्तान के हिस्से में जो ऐक्सीडेंट्स होते हैं उन में ऐसपिनेज तो कारण नहीं है और वहां कोई अराजक तत्व तो यह गडबड नहीं करते हैं ?

दूसरी बात में पूछना चाहता हूँ कि यह जो हियुमन एलिमेंट्स से ऐक्सीडेंट्स होते हैं तो उस के लिए गवर्नमेंट क्या कदम उठाने जा रही है ? हियुमन एलिमेंट में जैसे कि ओवरवर्क होता है ज्यादा लोगों से काम लिया जाता है और वह फिटिड होते हैं और इस कारण वह ऐक्सीडेंट्स हो जाते हैं तो जो इनक्वायरी की गई उस में इस किस्म के ऐक्सीडेंट्स का क्या परसेटज रहा है ? ओवरवर्क से जो ऐक्सीडेंट्स हुए हैं उन का क्या परसेटज है ? इसी तरीके से जैसे बाढ़

आती है देश में तो पुल कमजोर पर जाते हैं या जो रेलवे क्रोसिंग होती है वह जो उस तरह से परपंडिकुलर हो जाती है वह ऐक्सीडेंट्स हो जाया करते हैं तो इसका निदान करने के लिए मंत्री महोदय ने क्या सोचा है। इस के अलावा कई जगहों पर रेलवे क्रोसिंग पर इतना कंजेशन हो जाता है और बाज अकात देखा गया है कि कुछ बड़े साहब लोग रेलवे का फाटक खुलवा लेते हैं और एकदम से गाड़ी आ जाती है और ऐक्सीडेंट्स हो जाता है। यह भी हियुमन ऐलिमेंट का एक प्रकार है जिसमें कि रेलवे का ऐक्सीडेंट्स हो जाता है रेलवे के सम्बन्धित कर्मचारियों द्वारा नेगलैक्ट या लापरवाही है तो इन सब चीजों को ठीक करने के लिए मंत्री महोदय क्या कदम उठा रहे हैं ?

आखिर में मैं रेलवे मंत्री महोदय से यह पूछना चाहता हूँ कि यह ऐक्सीडेंट्स का जो कुछ भी परसेटेंज है उस परसेटेंज को और भी घटाने के लिए वह क्या कदम उठाने जा रहे हैं ? यह रेलवेज देश की सब से बड़ी अंडरटेकिंग है और स्वाभाविक तौर से देश की जनता यह उपेक्षा करती है कि इस में हर दिशा में सुधार हो, रेलवेज की यात्रा बिल्कुल सुरक्षित व सुविधाजनक हो और जनता का रेलवेज के प्रति विश्वास पूरी तरह से कायम हो सके।

श्री कंबरलाल गुप्त (दिल्ली सदर) : सभापति महोदय, मेरे स्थान से रेलवे दुर्घटनाओं के तीन मुख्य कारण हैं। एक तो यह जैसा कि कहा गया कि जो रेलवे मंत्रालय के कर्मचारी हैं उन में सेंटिफिकेशन नहीं है, कहीं सीन्यारिटी का भगड़ा है, कहीं पे सकेल का भगड़ा है इस लिए यह बहुत जरूरी है कि गवर्नमेंट को इन डे टु डे मेंटस को लेकर जो रेलवे के कर्मचारियों में असंतोष है वह दूर किया जाय। उन की आयज शिकायतों को दूर किया जाय।

एक दूसरा कारण यह भी लगता है कि आज कर्मचारियों में एक अनुशासनहीनता की भावना

आ गई है। यह सब को मालूम ही है कि कलकत्ते और उस के आस पास कर्मचारियों द्वारा रेलवेज के उच्च अफसरों का घेराव किया जाता है, जनरल मैनेजर का उन के द्वारा घेराव होता है। इस लिए यह अनुशासनहीनता भी इन रेलवे दुर्घटनाओं का एक कारण है। जिस तरह का कम्युनिस्टों का रवैया है उसे देखते हुए कर्मचारियों में अनुशासन का आना मुश्किल दिखाई देता है। अब सभापति महोदय, आप को मालूम ही है कि आजकल रूस में हर रोज एक जनरल मर रहा है मालूम नहीं कौन सी मरने की बहार वहां पर आ गई है ? इसलिए यह जो कर्मचारियों में अनुशासनहीनता की भावना मौजूद है वह भी इस का एक कारण है।

इस के अलावा दुर्घटना का एक कारण हमारी मशीनरी, इंजन आदि काफी पुराने हो गये हैं, वह आउटडेटेड और आउटमोडेड हो गये हैं और इस कारण काम में जो कार्यक्षमता एफिशिएंसी दिखाई देनी चाहिये वह नहीं है। मैं रेलवे मंत्री से पूछना चाहूंगा कि क्या वह इस दिशा में कोई कदम उठाने जा रहे हैं और इस तरह की मीडन मशीनरी और आज की जरूरत के हिसाब से जैसे इंजन आदि होने चाहिए ज सी अपडेटेड मशीनरी होनी चाहिये वह लगायेंगे ताकि काम में एफिशिएंसी आये और वह जो कर्मचारियों के प्रीविजान्सिज हैं सीन्यारिटी या पे स्केल आदि के मामले में उनको भी हल करेंगे ताकि वह संतुष्ट होकर मुस्तैदी के साथ अपना काम अंजाम दे सकें ?

श्री सिद्ध चन्द्र झा (मधुबनी) : मंत्री महोदय ने कहा है कि रेलवेज में दुर्घटनाएं घटी हैं, उन की तादाद कम हो रही है तो मैं उन से जानना चाहता हूँ कि सन् 1968 में कर्मचारियों की लापरवाही की वजह से कितनी दुर्घटनाएं हुईं ? लाइन क्लियर नहीं दिया गया या समय पर खबर नहीं मिली इस तरह की लापरवाही के कारण कितनी दुर्घटनाएं हुईं ? दूसरे अराजक तत्वों द्वारा तोड़फोड़ के कारण, फिश प्लेट्स

[श्री शिव चन्द्र झा]

हटाने आदि के कारण जो दुर्घटनाएँ हुई उन की संख्या कितनी है ?

दूसरा सवाल है कि सन् 1968 में कितनी जानें गईं और इन दुर्घटनाओं के फलस्वरूप रेलवे मंत्री ने उन्हें कितना मुआविजा दिया ?

इकोनोमी के नाम पर पुनर्जा जी ने बुमटियां बन्द करना शुरू कर दिया था। इससे भी दुर्घटनायें बढ़ने की संभावना बढ़ गई थी। निर्मली और गोगरडिया के बीच गुमटी के मतलब बन्द कर दी गई थी। गोगरडिया की गुमटी बीच बाजार में है। मैं जानना चाहता हूँ कि क्या सरकार इस पर गौर करेगी और इन को रीओपन करने की कोशिश करेगी ताकि दुर्घटनायें न बढ़ने पायें।

पब्लिसिटी की बात भी इस में आती है। दुर्घटनायें कम हों या बिल्कुल न हों, इस विचार से रेलवे स्टेशनों पर या दूसरी जगहों पर प्रचार की क्या व्यवस्था सरकार ने अभी की है और क्या उसको बढ़ाने का सरकार विचार कर रही है ?

SHRI SHRI CHAND GOYAL (Chandigarh) : The Chief cause of the accidents, or, one of the chief cause of the accidents is the failure of the human element. I want to know, in respect of this failure of the human element, whether there has been any sort of sabotage. If so, to what extent ? What have you done ? What effective steps have you taken to check this sabotage in order to ensure safety ? That is my first question.

My second question is this. Some of the Recommendations of these Commissions, appointed from time to time, point out that the supervisory staff has not been properly trained in the modern appliances and some of the employees are not even supplied with the latest rules, with the latest books. The books which are in their hands are old and out-moded. I want to know as to what the Government is doing to train these staff in the modern appliances and to furnish them with the latest rules on the subject.

Thirdly, I want to know this. There have been various accidents which happen each year, as a result of non-controlling of speed, because, in some cases, the speed was more than what has been permitted. So, I want to know this. What steps have the Government taken to control speed in order to ensure safety ?

These are my questions.

डा० राम सुभय सिंह श्री रणधीर सिंह ने बताया है ह्यूमन फैक्टर के बारे में यह कहा गया है कि इसको बंदूने नहीं देना चाहिये + मैं इस बात को स्वीकार करता हूँ। मैं पहले बता चुका हूँ कि 1966-67 में 719 दुर्घटनायें इस कंत्रण से हुई थीं जो 1968-69 में घट कर 478 रह गईं। यही उत्तर मेरा श्री शिव चन्द्र झा को भी है। उन्होंने भी 1968 की संख्या पूछी थी।

मशरुकी भारत में सैबोटज की बस्त आप ने की है। 1966-67 में 12 दुर्घटनायें सैबोटज के कारण हुईं जो 1968-69 में घट कर दो रह गईं।

स्टाफ को संहलियतें देने की बात भी की गई है। स्थिति काफी सुधरी है इस में कोई शक नहीं है। इसको और सुधारने का यत्न किया जाएगा।

एम्प्लायीज की सीनियारिटी की बात भी कही गई है। ये जो शिकायतें हैं इनके बारे में श्री मियांसाई कमिशन को कुछ बातें जो एन. एफ. आई. आर. की तरफ से बताई गई हैं, उन में जाने और उन पर विचार करने के लिए कहा है। बहुत सी बातें उससे कबर हो जाएंगी। श्री कंबर लाल गुप्त ने जी सवाल किया है, उस का भी यही जवाब है।

इन्क्विमेंट की फेयोर के बारे में भी यहाँ कहा गया है। मैकेनिकल और ट्रैक के बारे में या इलेक्ट्रिकल कारणों से जो दुर्घटनायें होती

हैं उनका भी जिक्र किया गया है। इसके सम्बन्ध में गोयल जी ने भी कुछ कहा है। इस में काफी इम्प्रूवमेंट हुआ है।

श्री स० भो० बनर्जी (कानपुर) : रिकगनिशन के बारे में भी कुछ बताइये।

डा० राम सुभग सिंह : इसके बारे में आप से बात कर के तय करेंगे।

मैकेनिकल कारणों से 1966-67 में 102 दुर्घटनायें हुई थीं जो घट कर 1968-69 में 77 रह गईं। 1966-67 में ट्रेक की वजह से 24 हुई थीं जो कि घट कर 8 रह गईं। इलैक्ट्रिकल कारणों से 11 हुई थीं जो घट कर 5 रह गईं 1968-69 में। लेकिन इस के मानी ये नहीं हैं कि हम इस से संतुष्ट हैं। इस में और इम्प्रूवमेंट करने की कोशिश की जायेगी। अगर पिछले पांच साल के लेखा-जोखा लेने पर यह पता लगे कि हमें थोड़ी सफलता प्राप्त हुई है, तो उससे और अच्छा काम करने की प्रेरणा मिलती है। (श्रवण) आज आप ने देखा कि श्री

बासु ने हिन्दुस्तान टाइम्स को कोट किया और श्री रंगा का नेतृत्व स्वीकार करने की बात की। वैसे कम्पनी से स्टाफ में कैसे संतोष होगा ?

श्री शिव चन्द्र भा ने मृत्यु संख्या के बारे में पूछा है। 1966-67 में मृत्यु-संख्या 306 थी और 1967-68 में वह घट कर 233 हो गई। पब्लिसिटी को बढ़ाने की बात में मानता हूँ। उस को बढ़ाया गया है और मैं उसे और बढ़ाने की कोशिश करूँगा।

जो लेटेस्ट टेकनिकल डिवाइसिज इन्ट्रोड्यूस किये गये हैं, उन्हें आधुनिकतम बनाने की कोशिश की जायेगी। स्टाफ ने उस के इस्तेमाल में बड़ी कुशलता दिखाई है और इस दिशा में और भी प्रयत्न किया जायेगा।

18.17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, May 15, 1969/Vaisakha 25, 1891 (Saka).