

[Shri Raghuramaiah]

As I was saying, this is normal routine type of work once in six months or so when the valves get clotted up, Then somebody has to descend and clean that a little bit. It has been done so twice a year for the last 5 years. Nothing happened. It is true this unfortunate accident has occurred. We are certainly examining whether anything can be done to prevent the recurrence of such unfortunate accidents in future.

**Mr. Speaker:** His question was whether in this....

**Shri Raghuramaiah:** Certainly all this will be looked into. We are first awaiting the report of the court of enquiry. Arising out of the findings, we shall examine what can be done both in the manner suggested by the hon. Member and otherwise.

**श्री बागड़ी :** स्पीकर साहब, इसको हिन्दुस्तानी में समझा दिया जाए ।

**अध्यक्ष महोदय :** इसका हिन्दी में मतलब यह है कि आम तौर पर अभी तक इसी तरीके से सफाई की जाती रही है, और उन दीवारों को साफ करना जरूरी था इसलिए उन लोगों को नीचे जाना पड़ा । सरकार को अफसोस है कि उनकी मृत्यु हो गई । ऐसी तजवीज सोची जा रही है और ऐसे अकदाम उठाये जा रहे हैं और इस बात का खयाल किया जा रहा है कि आयन्दा ऐसा न हो और उस बारे में और सोचा जाएगा । जो उनको मुआवजा देना है उसके बारे में रिपोर्ट आ जाने के बाद फैसला किया जाएगा कि उनको क्या मुआवजा दिया जाए ।

**श्री बाल्मीकी (खुर्जा) :** अध्यक्ष महोदय, दिल्ली के अन्दर यह कोई नई घटना नहीं घटी है । दिल्ली में पहले भी कारपोरेशन आदि में इस तरह की दुर्घटनाएं हुई हैं और

सबसे बड़ी अफसोस की बात तो यह है कि एम० ई० एस० जो कि सब तरह से साधन सम्पन्न विभाग है उसको आज तक इतनी फुरसत नहीं मिली कि वह सुरक्षा के साधन जुटा सकता । इन सफाई कर्मचारियों को इस तरह से ५० फीट गहरे गन्दे मेनहोल के अन्दर जाकर पानी में डुबकी लेनी पड़ती है ।

उनकी सुरक्षा का अभी तक समुचित प्रबन्ध नहीं किया जा सका है । दो आदमी जो कि पानी में उतरे थे मर गये । उनके शरीर पर बचाव की वर्दी ऐप्रन आदि कुछ नहीं थे । जब कि बम्बई आदि नगरों में और बाहर के देशों में इस प्रकार की बचाव वर्दियां हैं तो मैं पूछना चाहता हूँ कि सरकार ने अपने वहाँ अब तक इस प्रकार के सुरक्षा के साधन क्यों नहीं उपलब्ध किये ?

**Shri Raghuramaiah:** So far as the MES is concerned, my information is that unfortunately this is the first incident of its kind. I might mention that the sludge itself was about two feet deep, and every precaution was taken to clear out any gases, by keeping the man-hole open for the period required; also, there were ventilators; and every precaution was taken to see that the gases escaped; the sludge itself was only two feet deep. So, it is unfortunate that this has happened, but certainly, all these would be looked into when the court of inquiry starts its work.

**Some Hon. Members rose—**

**Mr. Speaker:** I am not going to allow those who have not put in their names, to ask questions.

TRAIN TRUCK COLLISION NEAR TILRATH  
STATION ON N. E. RAILWAY

**Mr. Speaker:** The next calling-attention-notice is by Shri P. R. Chakraverti, Shri Bishanchander Seth, Shri Bagri, Shri Ram Sewak

Yadav, Shri Bade, Shri B. J. Singh, Shri Lahri Singh, Shri Kachhavaia, Shri Brij Raj Singh, Shri Hem Barua, Shri Jasvant Mehta, Shri Hari Vishnu Kamath and Shri Nath Pai.

**Shri P. R. Chakraverti** (Dhanbad): Under rule 197, I call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon:—

“The reported truck and Kamrup Express Collision on the 21st June, 1962, at the level-crossing near Tilrath station resulting in the death of eight persons and serious injuries to others.”

**The Minister of Railways (Shri Swaran Singh):** At about 11.07 hours on 21st June, 1962, while 3 Down Kamrup Express was passing over the manned level crossing gate No. 53 between the Up Distant and Home Signals of Tilrath station on the Barauni-Katihar Section of N. E. Railway, it collided with a motor truck loaded with bricks and occupied by eleven persons.

I regret to state that as a result of the accident, seven occupants of the truck were killed and the remaining four occupants including the driver sustained minor injuries. In addition, one passenger travelling on the foot-board of the leading bogie of the train fell off and sustained minor injuries.

The Medical Van along with the Assistant Surgeon, Barauni, was rushed to the site of the accident. All the five injured were sent to the Begusarai Civil Hospital where they are reported to be progressing. DTS, Sonopore, and other railway officers also rushed to the site.

The truck was badly smashed. The cow-catcher of the train engine was damaged on its left side.

The cause is under investigation, and a District Officers' enquiry has been ordered.

**Shri Yallamanda Reddy** (Markapur): I had given notice of an adjournment motion.

**Shri P. R. Chakraverti:** Do Government share the acute feelings of agony and helplessness of the public over the recurrence of these dastardly accidents at the level crossings at short intervals resulting in death of innocent people, and if so, what urgent steps are Government going to take to regulate the movement of trucks and buses, with strong checks near the level-crossings?

**श्री बागड़ी :** अध्यक्ष महोदय, हिन्दी में इसका अनुवाद कर दिया जाय ।

**Shri Swaran Singh:** Constant caution has to be exercised both by the Railway as well as the road users. It does not occur to me as to what urgent steps could be taken in this respect. This accident is unfortunate. It is all the more regrettable when this happens to be a manned gate. So obviously this is a case of human failure, if this information is correct.

**Mr. Speaker:** It is a manned gate?

**Shri Swaran Singh:** Yes.

**Shri Priya Gupta:** Papers say it is not a manned gate.

**श्री बिशनचंद्र सेठ (एटा) :** मैं अपने आदरणीय मंत्री महोदय से पूछना चाहता हूँ कि यह रेलवे गेट ऐक्सीडेंट कोई पहली मर्तबा नहीं हुआ है बल्कि अक्सर यह होते रहते हैं और यहाँ पर जैसे आज मंत्री महोदय ने जवाब दे दिया इसी तरह से जवाब दे कर छोड़ दिया करते हैं तो क्या इन ऐक्सीडेंट्स का आइन्दा न होने देने के वास्ते मंत्री महोदय कोई स्पेशल प्रीकाशनरी स्टेप उठाने जा रहे हैं ?

**अध्यक्ष महोदय :** मंत्री महोदय ने जवाब दे दिया है ।

**श्री बिशनचंद्र सेठ :** वह जवाब सैटिसफैक्टरी नहीं है ।

**अध्यक्ष महोदय :** अब यह हो सकता है कि आपके विचार में वह सैटिसफैक्टरी न हो ।

**श्री बिशन चन्द्र सेठ:** कोई भी प्रीकाशन और केयर नहीं ली जाती है और रोज़ ऐसे केसे होते हैं . . . . .

**अध्यक्ष महोदय :** आर्डर, आर्डर ।  
श्री बागड़ी ।

**श्री बागड़ी :** सच्ची बात यह है, ईमानदारी की बात यह है कि मैं नहीं समझा हूँ । मुझे हिन्दी में समझा दिया जाये ।

**अध्यक्ष महोदय :** श्री राम मेवक यादव ।

**श्री राम सेक यादव (बाराबंकी) :** इस दुर्घटना की जिम्मेदारी रेलवे विभाग पर है तो क्या रेलवे पीड़ितों के परिवार वालों को कुछ मुआवजा देने के मसाले पर विचार कर रही है ?

**श्री स्वर्ण सिंह :** मैं समझ नहीं पाया हूँ ।

**अध्यक्ष महोदय :** माननीय सदस्य ने पूछा है कि इस दुर्घटना में जो लोग मर गये हैं उनके वारिसों को क्या कोई मुआवजा देने के मसाले पर विचार किया जा रहा है ?

**श्री स्वर्ण सिंह :** इनकवायरी की रिपोर्ट के बाद इस बात के मुताबिक राय कायम की जा सकती है ।

**श्री बड़े :** वही घिमे पिटे जवाब दिये जा रहे हैं । मैं जानना चाहता हूँ कि जब गेट पर पोर्टर था तो उसने गेट बन्द क्यों नहीं किया ?

**अध्यक्ष महोदय :** यह तहकीकान से पता चलेगा ।

**श्री बागड़ी :** अध्यक्ष महोदय . . . . .

**अध्यक्ष महोदय :** पहले, जब मैंने आप को बुलाया तब तो आपने पूछा नहीं ।

**श्री बागड़ी :** मैं क्या करूँ । मैंने समझा नहीं था । बाद में अपने पास बँडे हुए माननीय सदस्य से पूछ लिया है और उनकी मदद से समझा हूँ ।

**अध्यक्ष महोदय :** अच्छा अपना सवाल पूछ लीजिये ।

**श्री बागड़ी :** मैं मिनिस्टर साहब से यह पूछना चाहता हूँ कि जब आदमी वहाँ पर मौजूद था तो फाटक कैसे खुल गया ? क्या वे इसके ऊपर जरा रोगनी डालेंगे ?

**अध्यक्ष महोदय :** आप अब बँडे जाइये । यही तो उन्होंने कहा है कि तहकीकान में यह पता चलेगा । श्री हेम बरुआ ।

**श्री बागड़ी :** मैं एक सवाल और करना चाहता हूँ । पहले मैंने अनजाना सवाल किया था अब मैं जाना हुआ मसाले करना चाहता हूँ . . . . .

**अध्यक्ष महोदय :** श्री दूसरा सवाल आप नहीं कर सकते । आपने अपना सवाल कर लिया है । श्री हेम बरुआ ।

**Shri Hem Barua:** How long do Government propose to cover up their incompetence by putting the blame on failure of the human element for their own failure to protect pedestrians from accidents of this sort?

**Mr. Speaker:** It is no question. It need not be answered.

**Shri Jashvant Mehta:** The Minister stated that they will consider the question of paying compensation after getting the report of the inquiry. what is the general policy of Government in this regard? Do they want to give compensation to the families of those people who have been victims of these accidents?

**Mr. Speaker:** Each case depends on its merits.

**Shri Hari Vishnu Kamath:** As according to the Minister's statement, this serious accident occurred at a manned crossing, is that one of the reasons, if not the main reason, governing Government's decision not to man the thousands of unmanned level crossings at all?

**Mr. Speaker:** Order, order.

**Shri Hari Vishnu Kamath:** He says it is a manned gate. There are thousands of level crossings which are not manned. So is that the reason for their remaining unmanned?

**Mr. Speaker:** That is not the reason.

**Shri Hari Vishnu Kamath:** He has not said that. I would request you to let him answer it.

**Mr. Speaker:** What would he gain if he only said that? I know the answer.

**Shri Hari Vishnu Kamath:** You are supreme in your wisdom. But the Minister should answer.

**Mr. Speaker:** Perhaps he will be satisfied only if the answer comes from the Minister.

**Shri Swaran Singh:** It is not correct, that that is the reason for the Government's decision not to man those gates. In fact, if I have to state the position correctly, the volume of traffic on the road and railway track should be scrutinised from time to time, and as soon as the volume of traffic is sufficient to justify it, it should be manned. The other part is as usual, his way of dialectics about which I need not give a reply.

**Shri Nath Pai:** Mr. Speaker, Sir, only on Monday during the 2½ hours debate we pointed out that it was the 9th serious accident that had taken place since the change-over in the Ministry. Lok Sabha began its session with the news that there was an accident. We are closing with the

news of an accident claiming such a huge toll. During the time we have sat here 83 lives have been lost on the Indian Railways. Is this the pattern to which we should be permanently reconciled? Will you give us an assurance that everything will be done to check this thing?

**Shri Hari Vishnu Kamath:** Assurance will be given.

**Shri Swaran Singh:** I need hardly say that these are very painful things. This day appears to be particularly an unfortunate day because on the same day there are three accidents: collision of a truck with the railway train, capsizing of a boat and another truck at another place falling in a ditch. Whether it is a railway accident or a road accident or a boat accident, it appears to be an unfortunate day. I need hardly add that we are taking all possible steps. In this particular case even the gate is manned. If a truck has collided with the train because somebody did not close the gate, it is a matter about which I will not express an opinion because an enquiry is going on and there is little further that I need say in this connection.

12.41 hrs.

#### PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER THE TEA ACT, 1953 AND THE ESSENTIAL COMMODITIES ACT, 1955

ANNUAL REPORTS OF COFFEE BOARD AND RUBBER BOARD

**The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi):** On behalf of Shri Manubhai Shah I beg to lay on the Table a copy each of the following papers:—

- (i) The Tea Board Employees (Conduct) Rules 1962 published in Notification No. G.S.R. 590 dated the 28th April, 1962, under sub-section (3) of section 49 of the