

(i) The Manufacture in Customs Bonds (General) Amendment Rules, 1964, published in Notification No. G.S.R. 1618 dated the 14th November, 1964.

12.10½ hrs.

STATEMENT RE. RAILWAY ACCIDENT NEAR CHAPRA ON NORTH EASTERN RAILWAY

(ii) G.S.R. 1670 dated the 28th November, 1964.

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh) rose—

(iii) G.S.R. 1671 dated the 28th November, 1964.

Shri S. M. Banerjee (Kanpur): Sir, I want to raise a point of order.

(iv) G.S.R. 1672 dated the 28th November, 1964.

Mr. Speaker: Let us hear the point of order first.

[Placed in Library. See No. LT-3588/64].

(3) a copy of the Central Excise (Twelfth Amendment) Rules, 1964, published in Notification No. G.S.R. 1673 dated the 28th November, 1964, under section 38 of the Central Excises and Salt Act, 1944. [Placed in Library. See No. LT-3589/64].

Shri S. M. Banerjee: As far as the accident on the North Eastern Railway which took place yesterday is concerned, my point of order is this. As in the case of other Adjournment Motions, we have tabled an Adjournment Motion, and like others, we are holding the Government responsible for something that has happened. They do not have manned gates. So, we tabled an Adjournment Motion and you have kindly rejected it.

Mr. Speaker: Therefore, he is kindly objecting to it!

Shri S. M. Banerjee: This is a very serious accident, Sir. How is it that the Minister is making a statement *suo motu* and the adjournment motion is disallowed, when 24 people have died?

12.10 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

'In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 8th December, 1964, agreed without any amendment to the Anti-Corruption Laws (Amendment) Bill, 1964, which was passed by the Lok Sabha at its sitting held on the 20th November, 1964.'

Mr. Speaker: We have made it very clear and the Government also has announced its policy that it is not possible for the Government to man all those level-crossings that are unmanned. I said the other day that the responsibility is on the road users. I said on that day that I had seen in different countries at every level-crossing which is not manned, there is a notice "Halt and then go". It is not meant for the railways, but for the road users. Therefore, they have to be careful in that respect when they use the road across the railway-line. Can any hon. Member point out any country where there are no unmanned crossings? I have seen it

[Mr. Speaker]

wherever I have gone. We were told that there are about 17,000 railway crossings . . .

The Minister of Railways (Shri S. K. Patil): 33,000 in all.

Shri Hem Barua (Gauhati): On that occasion, you suggested the American method.

Shri Nath Pai (Rajapur): The point of responsibility enters at this stage that the Railway Accidents Committee has thoroughly gone into this question and fully mindful of the fact that every single level-crossing cannot be manned, it has made far-reaching and long-ranging suggestions. In giving notice of my adjournment motion also I had this in mind—your observations and the practical difficulties of the Ministry. But we still say nonetheless the Government is responsible because there is failure to implement all the recommendations which the committee had made. Your general rules regarding the admissibility of adjournment motions are fully satisfied by us. It should be an urgent, important, public matter. The accident took place yesterday. 24 Indians lost their lives and 74 are seriously injured. It is my submission that whereas the difficulties are genuine, a little more awareness, consciousness and careful observance of the recommendations perhaps would have prevented this tragedy. It is, therefore, that I plead with you not to accept this facile plea of the Government. What about the recommendations which Government can implement? What has been done in regard to them?

Some Hon. Members rose—

Mr. Speaker: I am not allowing any discussion on this.

Shri Hem Barua: 24 people dying is sufficient reason for the Railway Minister to resign. (*Interruptions*).

Mr. Speaker: What should I do? I would appeal again to Mr. Nath Pai and Mr. Banerjee that when I have passed an order, then it should not be taken up here and discussed and arguments advanced.

Shri Nath Pai: I am following your observations regarding Calling Attention Notices; I will meet you and discuss them. But this matter came up and I thought I could make myself clear.

Shri Nambiar (Tiruchirapalli): This is not the first time it has happened.

Mr. Speaker: Let the statement be made. Now that they have raised this and made certain observations also, let me hear the statement and see whether there is something in it. (*Interruptions*).

Shri S. K. Patil: Sir, with regret, I have to inform the House that at about 14:00 hours on 9th December, 1964, while train No. 236 Down Chupra-Gorakhpur Passenger was running between Dighwa Dobowli and Sidhwalia stations on the Chupra-Thawe Junction section of the North Eastern Railway, it collided with a motor bus carrying passengers at an unmanned level crossing situated at Km 69/8.

As a result of the collision, the engine of the passenger train got derailed. Twenty-four persons travelling by the motor bus were killed on the spot and three more succumbed to their injuries later. Another sixty-nine persons, also said to be travelling by the bus, sustained injuries. The driver and the fireman of the train also suffered injuries. According to the latest figures that I received just five minutes back, the number of passengers killed is 29 and not 27, and the number of passengers in that bus was as many as 96.

Medical relief trains from Sonapur and Gorakhpur with medical officers were rushed to the site immediately. The Chief Medical Officer and the Transportation Superintendent (Safe-

ty) from Gorakhpur also proceeded to the site on receipt of information. Breakdown trains from Gorakhpur and Garhara were also despatched to the site.

The injured were given first aid at the site and thereafter sent to civil hospitals at Siwan and Chupra.

Ex-gratia payment to the next of kin of the deceased and to the injured is being arranged.

The view of the track from the road is clear on either side. Road-signs with the inscription 'STOP' are provided on both approaches to the level crossing. Whistle Boards are also provided on the railway track.

A Committee of Administrative Officers has been appointed to investigate into the cause of the accident.

I would further add that so far as the level crossings are concerned there are 33,000 out of which roughly 12,600 are manned and nearly 20,000 are unmanned. With regard to the Committee's recommendation that has been referred to, 1200 more have got to be manned in collaboration with the State Governments. It took some time because the State Governments were not prepared to incur the expenditure on their part. They have also got to incur some expenditure. But now it has been arranged. However, it will be noted here that this particular level crossing is not among those 1200 also and it comes among the remaining 20,000. Therefore, no power on earth, nothing the Railways could have done, would have prevented this accident.

Shri S. M. Banerjee: May I know whether any *ad hoc* compensation has been paid to the family members of those who lost their lives because of this accident?

Shri S. K. Patil: There is in my discretion Rs. 500 each, and then there is the regular compensation passed on the findings of the enquiry.

श्री यशपाल सिंह (कैराना) : जिन देशों की मिसाल दी जाती है कि वहाँ लिखा रहता है "हाल्ट एंड गो", उन देशों के लोग सौ फीसदी पढ़े लिखे हैं। लेकिन इस देश में 5 फी सदी से अधिक लोग पढ़े लिखे नहीं हैं। मैं पूछना चाहता हूँ कि जो रेलवे विभाग जनता से करोड़ों रुपया कमाता है, क्या कारण है कि जब इन रेलवे क्रॉसिंग्स को मैन करने का सवाल आता है तो कह देता है कि इसकी जिम्मेवारी राज्य सरकारों पर है? ऐसा कहना कहां तक युक्ति संगत है?

श्री स० क० पाटिल : मैं समझता हूँ कि ड्राइवर तो पढ़ा लिखा होता है, वह तो स्टाप को पढ़ सकता है। और जहाँ तक सारे रेलवे क्रॉसिंग्स को मैन करने का सवाल है, इस पर 30 करोड़ रुपया खर्च होगा, क्या हाउस यह रुपया देने को तैयार है?

श्री हुकम चन्द कछवाय (देवास) : अभी जो घटना हुई उसका कारण यह था कि इस फाटक पर चौकीदार नहीं था। भविष्य में ऐसी दुर्घटनाएं न हों, इस के लिए कितने दिनों में चौकीदार तैनात कर दिए जाएंगे। और अभी जो मंत्री महोदय ने कहा कि लोगों को सहायता दी जा रही है, वह सहायता दी नहीं गयी है, वह कब तक दे दी जाएगी?

श्री स० क० पाटिल : मैंने कहा कि 12,600 फाटक तो मैनड हैं और 1200 और फाटकों को मैन करने के लिए कमेटी ने सिफारिश की है, उन पर चौकीदार रख दिए जाएंगे।

Mr. Speaker: 12,00?

Shri S. K. Patil: Only 1200. Yet there will be 18,000 that will still remain unmanned, besides the cattle crossings.

श्री ओंकार लाल बेरवा (कोटा) : उन्होंने बतलाया कि सब फाटकों पर चौकीदार

[श्री ओंकार लाल बेरवा]

रखने में 30 करोड़ रुपया खर्च होगा। मैं जानना चाहता हूँ कि बगैर चौकीदार के कितने फांटक हैं, और उन के लिए सरकार क्या कर रही है ?

अध्यक्ष महोदय : उन्होंने बता दिया है।

श्री विभूति मिश्र (मोतीहारी) : अध्यक्ष महोदय, मैं व्यक्तिगत रूप से जानता हूँ कि दिघवा दिगोली में एक बहुत बड़ा बाजार है। मुझे ताज्जुब है कि उस रेलवे क्रासिंग पर अब तक आदमी क्यों नहीं रखा गया। क्या आगे से सरकार उस रेलवे क्रासिंग पर आदमी रखेगी ताकि इस प्रकार की दुर्घटनाएँ न हों। और जो बसें आदि आवें उनकी रक्षा हो सके ?

डा० राम सुभग सिंह : माननीय प्रश्नकर्ता ने दिघवा-दिगोली बाजार के क्रासिंग की चर्चा की है। यह उस से अलग क्रासिंग है। लेकिन उन्होंने जो सुझाव दिया है, हम उस का ध्यान रखेंगे।

श्री के० दे० मालवीय (बस्ती) : क्या सरकार ने यह मालूम किया है कि क्या यह कोई खास तरह की बस थी, जिस में 96 आदमी बैठे हुए थे या एक से ज्यादा बसें थीं, जिन से टकराव हो गया।

डा० राम सुभग सिंह : अब तक जो सूचना आई है, उस से पता चला है कि वह एक प्राइवेट बस थी और एक ही बस थी, जिस में इतने आदमी थे।

Shri Nath Pai: I am afraid we cannot allow the reply of the hon. Minister, Shri S. K. Patil, which contained such a fatalistic note of helplessness inevitability, to go unchallenged. May I know whether there are not, as has been the practice and experience of other countries, thinking of putting up cheaper warning signals which will

compel people to slow down or stop? Can we not have them? While they may be expensive, the lives lost are far more expensive than the expenditure to be incurred on such signals

Shri S. K. Patil: What more signals can we have than "Stop" which is so red and so big? But for a driver who takes in one bus or in one truck 96 people, nearly three times as many people as the bus could hold. I do not think any other signal would have made any difference at all.

Shri Shinkre (Marmagoa) : From the report it is very clear that the over-crowding of the bus was primarily responsible for this accident. Will Government take any steps to see that no private operators are allowed to run buses in this condition?

Shri S. K. Patil: That is not within my control.

Shri Karni Singhji (Ekaner) : In Japan and the United States they have a bell which rings as soon as a train is about to pass an unmanned crossing. Could we not have that additional safety provided in addition to the existing precautionary measures?

Shri S. K. Patil: It is a suggestion for action.

Shri Sivamurthi Swamy (Koppal) : In view of the fact that accidents are occurring so frequently at the unmanned level crossings, may I know whether Government will place the investigation reports for the major accidents, the present as well as the previous ones, on the Table of the House?

Shri S. K. Patil: Oh, yes, very gladly.

Shri Namblar: The hon. Minister has stated that the unmanned level crossing where the accident took place was not considered by the experts committee as one of the crossings to

be manned. Arising out of that, may I know whether there is anything wrong with the findings of the experts committee? Did it conduct the enquiry properly? Will the Government go into the question of reclassifying such gates? Will Government see that such committees are working properly under certain formula to find out correctly which gates are to be manned to avert serious accidents.

Mr. Speaker: He is now criticising the findings of the expert committee, which is not correct.

Shri Nambiar: It is the findings of that committee which has resulted in this accident.

श्री काशी राम गुप्त (अलवर): क्या सरकार इस बात पर विचार कर रही है कि यातायात के बढ़ने के फलस्वरूप हर तीन वर्ष में अनमैन्ड गेट्स के बारे में जांच कराई जाये कि उन में कितने इस योग्य हो गए हैं, जहाँ आदमी लगाने की आवश्यकता है?

डा० राम सुभग सिंह : यही वास्तव में होता है, क्योंकि यह अन्तिम जांच 1962 में हुई थी। यह जो घटना हुई है, उस के आधार पर और भी जांच कराई जायेगी।

Shrimati Savitri Nigam (Banda): In view of the fact that the number of unmanned level-crossings is very large and the resources of the Government are limited, would the hon. Minister like to make a survey to determine which are the unmanned level-crossings which have to be manned in order to avert accidents . . .

Mr. Speaker: Government have already done it.

Shri S. K. Patil: That survey has given us the figures of 12,600 and 1,200. According to that survey, they have classified the level-crossings as A, B and C according to their importance.

श्री तुलशी दास जाधव (नांदेड़): ऐसे एक्सिडेंट्स बार-बार होते हैं। तो वहाँ पर जो बोर्ड लगा होता है, क्या उस पर ऐसा कोई टाइम लिखा होता है कि ट्रेन कब आती है?

Mr. Speaker: The House will now take up the Bill for consideration and passing.

Shri U. M. Trivedi (Mandsaur): Sir, may I put one question?

Mr. Speaker: I am sorry.

श्री तुलशीदास जाधव: अध्यक्ष महोदय मेरा प्रश्न यह है कि

अध्यक्ष महोदय: आप का प्रश्न ही गया अब माननीय सदस्य बैठ जायें।

12.25 hrs.

KERALA APPROPRIATION BILL,
 1964

The Minister of Finance (Shri T. T. Krishnamachari): Sir I beg to move*:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Kerala for the services of the financial year 1964-65, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Kerala for the services of the financial year 1964-65, be taken into consideration."

The motion was adopted.

*Moved with the recommendation of the President.