

शेड़ता रोड स्टेशन पर खड़ी हुई माल गाड़ी के साथ दुर्घटना की आशंका से गाड़ी रोक दी थी;

(ग) यदि हां, तो भविष्य में इस तरह दुर्घटनाओं का होना रोकने के लिए अब तक सरकार ने क्या कदम उठाए हैं; और

(घ) यदि कदम नहीं उठाए गए हैं तो उस के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जनवरी, 1980 और जनवरी, 1981 के दौरान उत्तर रेलवे पर हुई दुर्घटनाओं की मंडलवार संख्या नीचे दी गई है :—

मंडल	गाड़ी दुर्घटनाओं की संख्या	
	जनवरी, 1980	जनवरी, 1981
1. इलाहाबाद	2	—
2. दिल्ली	6	2
3. फीरोजपुर	1	1
4. लखनऊ	1	—
5. मुग़दाबाद	1	5
6. बीकानेर	3	2
7. जोधपुर	1	—
जोड़	15	10

(ख) ऐसी कोई दुर्घटना नहीं हुई है।

(ग) और (घ). प्रश्न नहीं उठता। चूंकि दुर्घटनाओं के लिए उत्तरदायी एक प्रमुख कारण रेल कर्मचारियों की विफलता है, अतः गाड़ियों के चलान से सम्बन्धित कर्मचारियों में मरका सम्बन्धी अधिक ज़ामरूबता पैदा करने और यह सुनिश्चित करने के लिये कि कर्मचारी नियमांश उल्लंघन न करें या ऐसे लाघव तरीके न अपनाएं जिस से दुर्घटनाएं हों, रेलों के संरक्षा संगठन निरन्तर अभियान चला रहे हैं।

गाड़ियों की तथा भवारी और माल गाड़ी डिपुओं में मौके पर जांच की प्रक्रिया तेज कर दी गयी है और रेलपथ के समुचित अमुरक्षण की ओर अधिक ध्यान दिया जा रहा है। मानवीय तत्वों पर निर्भर काम करने के उद्देश्य से, पहियों, धुरा और पटरियों, धुरा काउंटरों, रेल पथ परिपथन आदि के लिए पराश्रव्य दोष संसूचक जैसे परिष्कृत उपकरण उत्तरोत्तर लागू किये जा रहे हैं।

चूंकि समपारों की दुर्घटनाएं सड़क उपयोगकर्ताओं की अंधाधुंध और असावधानीपूर्ण दृष्टियों के कारण होती हैं, अतः रेलवे इतिहास, पम्पलेट बांट कर, सिनेमा हालों में स्लाइड, आदि प्रदर्शित करके सड़क उपयोगकर्ताओं के बीच शैक्षिक अभियान चला रही है। सड़क उपयोगकर्ताओं द्वारा मोटर वाहन नियमों का कड़ाई से अनुपालन सुनिश्चित करने के लिये राज्य पुलिस प्राधिकारियों के साथ समन्वय करके अचानक जांचें भी की जाती हैं। इस के अतिरिक्त, अत्याधिक खतरनाक समपारों पर रेलों की लागत से चौकीदार तैनात किये जाते हैं।

Alleged running of Goods Train without Guard and Guard-Van

*450. SHRI ERA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it has become a practice to run goods train without guard and guard-van;

(b) whether the Railway Staff in Southern Railway and in particular in Trichy Division have been taken to task for insisting on following the rule (to have guard and guard-van) strictly;

(c) whether this breach of the rule in running the goods train is the cause of the recent accident at Vaniyambadi in Tamil Nadu;

(d) whether this rule of having a guard and guard-van is proposed to be strictly followed by the Indian Railways; and

(e) if not; the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a), (d) and (e) Normally, trains are not run without Guards or brakevans. However, to cater for operational contingencies, rules permit trains to be run without Guards or brakevans. Such exemptions are given only under special instructions issued by the competent authority. In all such cases, adequate precautions are taken to ensure safety.

(b) One Guard on Trichy Division has been taken up for his failure to comply with special instructions.

(c) The Goods train involved in the accident near Vaniyambadi on 11-2-1981 was provided with a brakevan. The Guard, who was in the brakevan, got injured in the accident and later succumbed to his injuries.

Ransacking of Belgharia Railway Station

*451. SHRI K. MALLANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an angry mob ransacked the Belgharia station, North of Sealdah, including its booking office, goods and parcel godowns and the level crossing lodge

and set fire to three electric coaches on the 19th February, 1981; and

(b) if so, the details thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Yes. One SLR and 2 bogies, i.e. passenger coaches and not 3 electrical coaches were set on fire by the mob. Details are as under:—

On 19-2-1981, 3 armed Rakshaks who were booked to escort goods train No. 723 UP and its engine crew reached Belgharia Railway Station in Sealdah Division of Eastern Railway, at 07.25 hrs. and reported for duty to Assistant Station Master, Belgharia. While these 3 Rakshaks were coming out of the office of the Assistant Station Master, Belgharia, some persons entered into altercation with these Rakshaks. The miscreants, being in large number, assaulted and brick-bated the Rakshaks and even tried to snatch away their rifles, resulting in serious injuries to two of the Rakshaks. One of the Rakshaks fired one round from his rifle in self defence but the miscreants continued to chase them and throw stones on them. The Rakshaks then took shelter in the Government Railway Police Outpost which also was surrounded by the mob. The mob set fire to different parts of the Railway station building including the officers of Station Master Assistant Station Master, Parcel Godown, Inward/Outward Parcel, Goods Office, Booking Office, level crossing gate goomty and even went to the extent of attacking the Rakshaks in the G.R.P. Outpost with fire-arms. Then the Rakshak fired another round from his rifle with the result that one person in the mob was killed.

The mob set fire to the G.R.P. Outpost and also 3 bogies of train No. 363 UP-Lalgola passenger, which was forcibly stopped outside Belgharia Station. These 3 bogies were completely