

conditions in the Institute. The Review Committee has made certain good suggestions. The Empowered Committee has taken those into consideration. The Government is very seriously thinking of implementing those things so as to further uplift the image.

Recommendations of Sikri Committee Safety Organisations

*714. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways Accident Enquiry Committee 1978 headed by Justice Sikri had recommended that the Safety Organisations should be manned by Officers from five major departments namely, Civil Engineering, Mechanical Engineering, Operating, Signal and Telecommunication Engineering and Electrical Engineering, who are mainly concerned with safety of trains;

(b) whether it is also a fact that no Officer from departments other than Operating are heading Safety Organisations in Zonal Railway Headquarters and Divisional Headquarters; and

(c) if so, the reasons why this recommendation has not been implemented on the Zonal Railways despite its need being accepted by the Minister of Railways while constituting two Super Safety Teams recently?

THE DUPLY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) and (b). Yes, Sir.

(c) The Safety Organisation continues to be headed by an officer from the Operating Department because safety is an integral part of Railway operation and the Safety Organisation within the Operating Department helps in effective preventive measures coming into operation as soon as necessary. Of course all

departments of the Railways are equally concerned with ensuring safe operating and maintenance practices; the Operating Department is responsible for coordinating the efforts towards greater safety.

Two high level multi-disciplinary Safety Teams have been constituted recently to study whether any lacunae exist in operation and maintenance, highlighting that safety is a total effort on the Railways. The constitution of these Teams has no bearing on the question of the Safety Organisation being headed by an Operating Officer.

SHRI N. K. SHEJWALKAR: The statement which has been laid on the Table of the House is misleading. It is neither here nor there. Actually, my specific question was whether the recommendations of the Sikri Committee have been followed or not. Even in spite of the fact that the hon. Minister was pleased to say that it should be followed, the reply does not say that it has been followed. On the other hand it speaks of something else. This is actually complete defiance or rather ignoring the recommendations of the Sikri Committee.

I draw the attention of the hon. Minister to para 413 at page 67 of this Report. My charge is that in the zeal of showing more goods haulage, all the safety rules are being ignored. This is what I want to submit. Therefore, I want to say that the Report of this Committee has been deliberately ignored.

The wagons which have been carrying load were over-loaded by nearly 10 to 20 per cent. The specific proposal of the Committee was that it should not be so done.

In this paragraph it has been said that:

"Our scrutiny of the weighment register pertaining to Andal Yard on Eastern Railway revealed that a very large number of box wagons were over-loaded with coal. In some box rakes out of 30 boxes, 28 to 29 boxes were over-loaded generally to the extent of 6 to 12 tonnes, with maximum going upto 15.7 tonnes."

You can see what is the percentage?

This is actually damaging not only the spring but the axle bearing and it causes accident. At Jalarpet accident was caused because axle was not checked. Another instruction given was that after 800 kilometre there should be examination of the train. It was not done. Now instructions have been issued that end to end examination should be done. For instance, if any train starts from Baroda and it goes to Jammu, irrespective of whatever distance it has travelled there will not be any checking anywhere. That is why accident has been caused in Jammu. 15 wagons burnt. At Jalarpet also....

MR. SPEAKER: Please put the question.

SHRI N. K. SHEJWALKAR: I am putting. This is very important. My whole emphasis is that they have been ignoring deliberately all the important instructions given in that Report.

Regarding the accident at Jalarpet, it was said in a report:

"...having a few wagons with broken springs but which continued to run forward without attention by the train examining staff and came to grief at Danishpet on Palghat division, resulting in an estimated loss of Rs. 8.59 lakhs to railway assets."

Not only that, it blocked the whole traffic for 36 hours.

What I want to say is that no specific reply has been given. Again, the Chairman is giving a false statement. He has been making a statement that he has issued certain instructions that after every 800 kms. it should be examined. On the other hand, "instructions" are, go on overloading.

MR. SPEAKER: Please put your question.

SHRI N. K. SHEJWALKAR: What action do you propose to take against these things? What for the Sikri Committee has been appointed?

MR. SPEAKER: All right. You have put the question. Let him answer now.

SHRI MALLIKARJUN: Off and on, the august House has been informed of the Government's concern about the accidents, and the safety measures which have been taken. Now, the specific question put by the hon. Member is regarding the recommendation of the Sikri Committee and the non-implementation thereof.

In 1962, when the Kunzru Committee was appointed, it is the Kunzru Committee which had given the recommendation regarding the safety organisation that the Operating Department should head the safety organisation because Safety is an integral part of operation.

SHRI N. K. SHEJWALKAR: I have not put that question in the first part. The first part is, not following the instructions of safety. The second part is regarding the personnel. Actually, examining is not done as suggested by the said Committee.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): The main question is regarding the composition of the head of the Safety Department. That we have replied in the answer, which has been given in the statement.

However, as regards the overloading of wagons, I must categorically say that overloading is only to the tune of 2 tonnes, which is coming on since the British days. Once it was tried up to 5 tonnes, but that has been completely left over. Now, we are not overloading more than 2 tonnes. To that extent, care has been taken.

As far as end-to-end examination of the trains is concerned, it does not mean that in between if gear box or axles or springs are found broken, they are not changed. If there are such things in a wagon, then that particular wagon is disconnected.

(Interruptions)

SHRI N. K. SHEJWALKAR: Sir, regarding the personnel also, what I am

submitting again is that the reply is misleading. There was a specific recommendation by the Committee that it should be manned by personnel of all the Departments. It is on page 74, para 4.5.2.

"The concept of the safety organisation as a service organisation can best be served by inducting into it officers from any of the major Departments, namely, Operating, Civil Engineering, Mechanical Engineering, Signal and Telecommunication Engineering and Electric Traction Engineering Departments, who are mainly concerned with safety in train operations." —

That is, anybody can head the safety organisation. That is a different thing. But the question is about manning the Department. It is seen that manning is only done by the officials from the Operation side. You know what is the cause of the Agra accident? The specific rule of anti-telescopic marshalling has not been followed. They have to put one luggage bogie immediately after the engine and the other one at the end. They have not done that. That was the mistake of the operating staff. Who will point out the mistake because the whole staff of the Safety Organisation is headed by the Operating officers. The truth will never come out. That is the difficulty. That is why the report is there. Why has the report not been followed? The hon. Minister has been pleased to observe that the Zonal railways will follow the recommendation of this report. They are not following that. Why?

SHRI MALLIKARJUN: This is what I have earlier informed the House. The recommendation of the Sikri Committee was that apart from the Operating Department, the officers from the departments of Civil Engineering, Mechanical Engineering, Signal and Telecommunication Engineering and Electrical Engineering can also head the Safety Organisation. This was the recommendation of the Sikri Committee. What the hon. Member has read out is the same thing. In 1962, the Kunzru Committee had recommended that the Safety Organisation should be

headed by the personnel from the Operating Department. Later, in 1968, the Wanchoo Committee had taken this also into account....

SHRI N. K. SHEJWALKAR: I have not asked all that. What about this report? I am quoting the report.

SHRI NARAYAN CHOUBEY: Is he accepting the recommendations or not?

SHRI MALLIKARJUN: This recommendation has not been accepted because of the fact they are also part and parcel and responsible for the maintenance and safety and, for overall operation, the Operating Officer will be the head of the Safety Organisation.

श्री अटल बिहारी वाजपेयी : अरे साहब, यह रेलवे का मामला है, रोज दुर्घटनाएं हो रही हैं।

अध्यक्ष महोदय : आप कोई सवाल पूछना चाहते हैं। पूछिये

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आज जिन्हें आत्म हत्या करनी होती है वे पटरी पर नहीं, टिकट ले कर रेल के भीतर बैठ कर करते हैं। मैं जानना चाहता हूँ कि आप अगर दुर्घटनाओं की जांच का काम उन्हीं के जिम्मे सौंपेंगे जो दुर्घटनाओं के लिए उत्तरदायी हैं तो आप दुर्घटनाओं को कैसे रोक सकते? जांच के लिए कोई अलग बाडी होनी चाहिए। आपने कहा कि अप्रेंटिस डिपार्टमेंट वाले तय करेंगे। जहां अप्रेंटिस डिपार्टमेंट की गलती होगी, वहां फिर अप्रेंटिस डिपार्टमेंट की सदारत में जांच कैसे हो सकेगी?

आगरे की दुर्घटना के बारे में जांच से पहले रेल मंत्री ने ड्राइवर को दोषी ठहरा दिया। यह कैसे किया आपने?

SHRI P. C. SETHI: As far as the accidents are concerned, it is not the

Superintendent of Safety who is holding the inquiry. It is the Commissioner who is not even under the Railway Department who holds the inquiry. Therefore, it is not correct to say that the Safety Operating Department is also holding inquiries.

As far as the Agra accident is concerned—Mr. Shejwalkar mentioned it and now Mr. Vajpayee also mentioned it—while saying that, *prima facie*, it appears, that the driver overshot the signal, but at the same time, as far as the marshalling of this particular train was concerned, the Marshalling Yard person who was responsible for the wrong marshalling of the train has also been suspended.

श्री एन० के० शेजवलकर : आगरे वाली इंसीडेंट पर कमिश्नर आफ मेफ्टी की रिपोर्ट पर यह क्वेश्चन था।

Enquiry and Reservation Offices

*717. SHRI R. N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has issued a directive to all the Railways to man the Enquiry and Reservation posts by female candidates;

(b) if so, the reasons thereof;

(c) whether the Northern Railway has approached the Railway Board to reconsider their decision on the basis of experience; and

(d) if so, whether Government propose to reconsider the directive?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). With a view to improving efficiency and root out malpractices in reservation offices, instructions were issued in 1978 to the Railway administrations that the posts of Enquiry and Reservation Clerks in the reservation offices located in

the four Metropolitan cities Bombay, Delhi, Madras and Calcutta should be manned only by women.

(c) Yes, Sir.

(d) The matter is under consideration.

WRITTEN ANSWERS TO QUESTIONS

सुरत के पास एक स्पंज आयरन संयंत्र स्थापित करना

*691. श्री नरसिंह मकवाना : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात इन्डस्ट्रियल फाइनेन्स कारपोरेशन ने मार्च 1, 1979 में सुरत के निकट एक स्पंज आयरन संयंत्र स्थापित करने के बारे में आवेदन पत्र दिया था ;

(ख) यदि हां, तो उस पर क्या कार्यवाही की गई है ;

(ग) यदि नहीं, तो आवेदन-पत्र देने के तीन वर्ष बाद भी उस पर कोई कार्यवाही न किए जाने के क्या कारण हैं ; और

(घ) इस परियोजना को कब तक मंजूरी दिए जाने की संभावना है और इस पर कब तक काम शुरू हो जायेगा ?

उद्योग तथा इस्पात और खान मंत्रालय में राज्य मंत्री (श्री चरणजीत चानना) :

(क) से (घ). गुजरात इंडस्ट्रियल इन्वेस्टमेंट कारपोरेशन ने गैस के इस्तेमाल से स्पंज लोहे का उत्पादन करने के लिए एक संयंत्र स्थापित करने के बारे में मार्च, 1979 में एक औद्योगिक लाइसेंस देने के बारे में आवेदन पत्र