

mutual benefit of these two countries of Asia. If that is so, I want to know what is the reaction of the Government in this regard and whether the Government is considering any concrete proposals in this respect.

SHRI P. V. NARASIMHA RAO : The discussions did take place during this round of talks on science and technology. Both sides reviewed the on-going programme of bilateral exchanges in the field of science and technology and expressed satisfaction on its implementation. Both sides also put forward a number of new proposals indicative of their expanding interest in learning from each other's experiences. The new proposals between Indian and Chinese delegation concerned a wide range of subjects in varied fields, namely agriculture and irrigation, electronics and communication systems, health population control and drug research, mining, biotechnology, natural medicines, sericulture, etc. etc. There are many things that have been discussed.

SHRI MADHAVRAO SCINDIA : After the talks, there were widespread press reports that the Chinese side had accepted India's proposal for border negotiations on the basis of a sector-wise approach. This was categorically stated in the press whereas the hon. Minister tends to indicate that there was no categorical acceptance and the reply, if I may say so, has been rather in general terms. I would like to know categorically from the hon. Minister whether the sector-wise approach has been accepted by the Chinese or whether it has not been accepted.

SHRI P. V. NARASIMHA RAO : I have told the House that what they have accepted is in line with what we have been saying in regard to sector by sector approach. But that is not the end of the story. It is bound up with other things. At one stage, it was even said that unless we have evolved principles, a sector by sector discussion will only result in sector by sector dispute. We do not agree with that because we do not consider that there are any disputes in certain sectors. Therefore, instead of going back to square one, I have only generally stated that there has been a change this

time in the sense that while on the previous occasions, the sector by sector approach was matched by their package proposal and we could not really resolve this approach with that proposal, this time, there has been a change in what they said. But that goes only a part of the way. This is what I tried to explain.

Report about the Railway Accident between Ludhiana and Ambala

***44 SHRI MOHANLAL PATEL† :**

SHRIMATI KISHORI SINHA :
Will the Minister of RAILWAYS be pleased to state :

(a) Whether the enquiry Committee constituted to inquire into the causes of the railway accident between Ludhiana and Ambala has submitted its report;

(b) If so, what are the findings; and

(c) What other measures have been adopted for the smooth running of trains in the disturbed State of Punjab to avoid further untoward incidents?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY) : (a) to (c) A statement is laid on the Table of Sabha.

Statement

(a) and (b) The accident has been inquired into by the Commissioner of Railway Safety, Northern Circle, who functions independently of the Railways under the Ministry of Tourism and Civil Aviation. His report is awaited.

(c) The following special measures have been taken to ensure safe running of trains in the State of Punjab.

(i) Intense patrolling by the permanent gangmen, alongwith Police, of vulnerable Sections.

- (ii) Special watch on the Railway bridges with the assistance of Home Guards, Police and R.P.F.
- (iii) Rescheduling of passenger trains during night on some Sections.
- (iv) Running of patrol specials or pilot engines before passenger trains as far as practicable.
- (v) Setting up of a monitoring cell in the State Secretariat for close coordination.

श्री मोहन लाल पटेल : अध्यक्ष महोदय, यह लुधियाना और अमवाला के बीच में जो रेल दुर्घटना हुई, उसकी जांच की रिपोर्ट अभी तक नहीं आई है लेकिन उसकी सुरक्षा के लिए जो भी कदम उठाए गये हैं, उसका ब्योरा स्टेटमेंट में दिया गया है। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि आपने जो ये सुरक्षा के लिए कदम उठाए हैं, उसके बावजूद भी क्या कोई ऐसी घटना घटी है और अगर घटी है, तो ऐसी कितनी घटनाएँ हुई हैं और कितने आदमियों को गिरफ्तार किया गया है ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : Prima facie indications are that this accident has happened due to sabotage. The Commissioner of Railway Safety is enquiring into the accident. His report is awaited. We have not got his report yet. We have taken some preventive steps that such cases of sabotage do not recur. We have set up a Monitoring Cell in the State Secretariat to be manned by the railway officers round the clock in close coordination with the State Government. The total route kilometer of railway line in Punjab is about 2,140 KM.

It is very difficult to give a foolproof assurance that no sabotage will take place on 2,140 KM. It is a long route. Now we are doing our best. We are seeking the cooperation of everybody so that railway can run freely and with safety.

With regard to the arrest of persons on account of this particular sabotage of the

railway track, I do not have the numbers. I can not give the numbers.

श्री मोहन लाल पटेल : मैंने यह भी पूछा था कि इस घटना के बाद आपने जो कदम उठाये हैं, क्या उसके बाद भी कोई घटना घटी है या नहीं ?

अध्यक्ष महोदय : वह तो आपको पहले ही पता है।

SHRI A.B.A. GHANI KHAN CHAUDHURI : In particular, in Punjab area, no other accident so far has taken place.

श्री मोहन लाल पटेल : इस दुर्घटना में जिन मुसाफिरों की मृत्यु हुई है, क्या उन सबकी पहचान हो गई है या नहीं और उनको क्या कम्पेनसेशन दे दिया गया है या नहीं ? यदि दे दिया गया है तो कितना दिया गया है ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : The number is 17 killed and most of them were identified. I cannot say that all of them were identified. But I do say that most of them were identified. (Interruptions) I do not know the number. Most of them, I said. (Interruptions).

SHRI JAGPAL SINGH : Please give the correct numbers.

SHRI A.B.A. GHANI KHAN CHAUDHURI : 17 persons were killed, 100 injured and another 29 received trivial injuries and they were released then and there.

With regard to compensation, action has been taken for the appointment of an ad hoc Claims Commissioner to determine the claim for the accident.

The rate of compensation in case of death of the passengers in the train accident has been raised from Rs. 50,000/- to Rs. one lakh.

SHRIMATI KISHORI SINHA : The Chief Safety Superintendent Mr. Srivastava

had stated that a fracture had been discovered in the rail and that the maintenance staff had repaired it by putting fish plates, and welding was to be done later. I think if the rail had been welded earlier, this accident would not have taken place.

Therefore, I would like to know from the Hon. Minister,

- (a) How many days before the accident the fracture was noticed in the rail and why was it not welded soon.
- (b) Among the measures taken, no mention has been made about any effective step being taken to stop roof travelling altogether.

May I know whether the Government is taking any steps to stop roof-travelling?

SHRI A.B.A. GHANI KHAN CHAUDHURI : At the accident site the track is provided with long welded rails. However, due to rail fracture on 8-10-1983, a couple of days before the accident, a piece of rail was inserted which was not welded but put with fish plates. Normally in the railway track, fish plates are put. But from our experience in Assam and Punjab, we are now having a new technique—because removing the fish plates with nuts and bolts is easier, it takes lesser time. This technique is called 'burring' of fish bolts. If you do that, then removing the fish plates takes a longer time, say, 45 minutes or so; it cannot be done in 15 minutes or 20 minutes and it requires a special type of technique. So, we have been doing this 'burring' of fish bolts in the Punjab all over, this has been introduced and we are covering the Punjab, the entire track of the Punjab, with this. We hope, and the presumption is, that it will take a longer time to remove the fish plates.

(Interruptions)

I may inform the House that we have also done rescheduling of important passenger trains so that they are within 15 to 20 minutes of each other. Before this, we run

a patrol engine or a pilot train or a goods train so that safety is assured.

With regard to passengers travelling on the roof of trains, they are trying to prevent it, but what happens is that again in some other Station they get up on the roof of the train. We are doing our best to prevent this.

SHRIMATI KISHORI SINHA : What about fracture? Why was it not repaired? When was the fracture discovered?

(Interruptions)

SHRI A.B.A. GHANI KHAN CHAUDHURI : Normally this is the practice. Due to rail fracture on 8-10-1983 this was removed—the fracture was removed—and a piece of rail was inserted which was not welded because at that time we did not give much importance to this welding theory. Fish plates were used to be put with nuts and bolts; that is the normal practice. When in the Punjab from our experience we came to know that the nut-and-bolt system would not work, it should be welded, then all over the country we have started this welding practice.

SHRIMATI GEETA MUKHERJEE : Sir, the question has not been answered at all. When was the fracture discovered? This railing system has not started only yesterday. Why was it not welded? That was the question. Let him reply to that specifically.

SHRI A.B.A. GHANI KHAN CHAUDHURI : I have answered that.

SHRI SATYASADHAN CHAKRABORTY : Fracture is fracture. Why should they torture?

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष महोदय, मन्त्री महोदय से यह जानना चाहता हूँ कि रेल दुर्घटना होने पर एडहॉक क्लेम कमिशनर की बहाली कब तक की जानी चाहिए? मेरी जानकारी में यह बहाली एक वर्ष के अन्दर होनी

चाहिए। इस मुल्क की सबसे बड़ी बागमती की रेल दुर्घटना हुई जिसमें पूरी की पूरी गाड़ी नदी में चली गई। ज्यादातर लोग मेरी कांस्टीट्यूंसी से सम्बन्धित हैं जिनको अभी तक मुआवजा नहीं मिल पाया है। 13 महीने के बाद वहां पर एडहाक क्लेम कमिश्नर की बहाली की गई है।

श्री गिरधारी लाल व्यास : यह बिल्कुल अलग प्रश्न है। (व्यवधान)

श्री राजेन्द्र प्रसाद यादव : आप तो बुजुर्ग हैं...। (व्यवधान)

MR. SPEAKER : I warn you. I will take privilege motion against you.

SHRI R. P. Yadav : I take note of that. I will never repeat that.

ठीक है मैं अपने आपको ठीक कर लेता हूँ। हमें याद है कि गत सत्र में मन्त्री जी ने यह कहा था कि कंपेंसेशन समय पर दिया जाएगा। हम लोगों ने मांग की थी कि जिन्दा रहने के वक्त तो आप बराबरी नहीं ला सकते, कम से कम मरने के बाद तो बराबरी लाइए। इसके लिए मन्त्री जी ने माना था कि रेल दुर्घटनाओं में मरने वालों को एक लाख रुपया मुआवजा दिया जाएगा। क्या मन्त्री महोदय बताने का कष्ट करेंगे कि अभी जिनको 50 हजार रुपया मुआवजा दे रहे हैं, उनका एक लाख देगे या नहीं। इसके अलावा इस दुर्घटना में मरने वालों का मुआवजा देने का काम कब तक पूरा हो जायेगा ?

SHRI A. B. A. GHANI KHAN CHAUDHURI : With regard to this Rs. 1 lakh compensation, we tried to pass this amendment in the last session, but it could not be done. We think that in this session will be able to pass it.

श्री राम विलास पासवान : अध्यक्ष महोदय, अभी आर० पी० यादव जी ने जो प्रश्न किया

है उसको टाला नहीं जा सकता। बदलाघाट दुर्घटना में 3000 लोगों की मृत्यु हुई है। अभी तक 50 लोगों को कंपेंसेशन मिला है। मैं सरकार से जानना चाहता हूँ कि मृतक के परिवार को कितने दिन के अन्दर मुआवजे की राशि मिलनी चाहिए। एक तो इस तरह से मौतें होती हैं और उसके बाद मुआवजे की राशि पर रेलवे के अधिकारी गिद्ध की तरह अपटते हैं। यह प्रश्न बड़ा महत्वपूर्ण है। ये 10 हजार रुपए पूरे के पूरे रेलवे अधिकारियों की जेबों में चले जाते हैं। मैं इस सम्बन्ध में दो बातें जानना चाहता हूँ...।

(क) सरकार यह बतलाए कि मुआवजे की राशि के भुगतान के लिए क्या उसने कोई निश्चित तिथि तय की है। अगर उस निश्चित तिथि के अन्दर मुआवजा नहीं दिया जाएगा तो उस अधिकारी के खिलाफ क्या कार्रवाही की जाएगी ?

(ख) दूसरी बात आप यह बताएं कि जो मुआवजा अभी तक नहीं दिया गया है इसमें रेलवे एडमिनिस्ट्रेशन फेल्योर है या सेबोटेज है ?

SHRI A. B. A. GHANI KHAN CHAUDHURI : We are discussing a particular accident. I do not have the papers of the accident the hon. Members are mentioning.

(Interruptions)

श्री राम विलास पासवान : कितनी अवधि में मुआवजा मिलना चाहिए, क्या आप यह बतला सकते हैं ? घटना 1981 की है और 1983 तक भी मुआवजा नहीं मिला है।

MR. SPEAKER : He wants to know whether there is any time limit for payment of compensation.

SHRI A. B. A. GHANI KHAN CHAUDHURI : Within one year it should be paid.

श्री राम विलास पासवान : सास्ट टाईम भी इन्होंने कहा था कि टेबल पर रख देंगे लेकिन नहीं रखा था। इसके लिए कौन जिम्मेदार है ?

अध्यक्ष महोदय : आप लिखकर दीजिए।

You can table a separate question. We will get the facts and figures.

SHRI SATYASADHAN CHAKRABORTY : Sir, you should direct the Minister to give compensation within a period of one year.

श्री राम विलास पासवान : एक साल का मैक्सिमम पीरियड है और यह 6 जून 1981 की घटना है। इतना समय हो गया है, कौन जिम्मेदार है ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : I said that the paper is not with me. I do not have the paper with me.

(Interruptions)

श्री रामनाथ सोनकर शास्त्री : यह बड़ ताज्जुब की बात है।

MR. SPEAKER : He does not have the papers. It does not matter. We shall get the facts as to how many persons got the compensation and how many are still left. We shall get this information (Interruptions) Please listen to me. I shall take up the matter. You do not let me do it.

(Interruptions)

SHRI A.B.A. GHANI KHAN CHAUDHURI : I Shall inform the House and I shall place the papers on the Table. One thing I want to inform you. That is, before the budget session, the compensation that was used to be paid was Rs. 50,000/-. I have raised that to Rs. 1 lakh. For that some amendment is necessary. (Interruptions)

अध्यक्ष महोदय : आप इस तरह से बोलेंगे तो कोई फायदा नहीं होगा।

This is not the way. I know what you are asking him. I do not know why you all shout unnecessary. I know this gravity of the situation. We shall get the information.

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, मन्त्री महोदय एक विस्तृत ध्यान रख सकते हैं जिसमें यह जानकारी दी जाए कि कब दुर्घटना हुई, कितने लोग मरे और उन्हें कितना मुआवजा दिया गया? साथ में यह भी आश्वासन दे सकते हैं कि जो मरे हैं, मगर कानून में संशोधन नहीं हुआ, उन्हें भी एक लाख रुपया रिट्रापेक्टिव इफेक्ट से दिया जायेगा।

अध्यक्ष महोदय : जब तक पास नहीं होगा वे कुछ नहीं कर सकते।

श्री जगपाल सिंह : एक लाख का संशोधन एक साल तक नहीं कर सकते।

अध्यक्ष महोदय : संशोधन तो सदन ने करना है।

SHRI SOMNATH CHATTERJEE : This is the minimum. The Railways should pay more.

MR. SPEAKER : He will get the statistics. You will please give us the statistics.

SHRI A.B.A. GHANI KHAN CHAUDHURI : Yes, Sir.

MR. SPEAKER : Kindly tell us whether this accident was due to sabotage or failure of the Railway Administration.

श्री राम लाल राही : रेल सम्पत्ति का जो नुकसान होता है, इसकी जिम्मेदारी किस पर है ?

SHRI A.B.A. GHANI KHAN CHAUDHUR : As I said, Mr. Speaker, Sir, the PRIMA FACIE indications are that this accident has happened due to sabotage but the commissioner of Railway Safety is enquiring into the accident. His report is awaited.

MR . SPEAKER : Question Hour is now over .

(a) whether Government are aware of the most unhygienic working conditions of Sucheta Kripalani Hospital in New Delhi with the result that the incidents of deaths of newly born babies due to tetanus are quite frequent ;

(b) if so, whether Government have assessed the working conditions of the hospital and if so, when and with what results ; and

(c) what measures have been taken by Government to improve the situation ?

WRITTEN ANSWERS TO QUESTIONS

Allotment of Funds for Ernakulam-Alleppey-Kayamkulam Railway Line

*45. SHRI A. NEELALOHITHADASAN NADAR :
 PROF. P. J. KURIEN : Will the Minister of RAILWAYS be pleased to state :

(a) Whether the Government of Kerala has requested the Government for the allotment of more funds for Ernakulam-Alleppey and Alleppey-Kayamkulam Railway lines of Kerala ; and

(b) if so, details of the request and action taken by the Government thereon ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURI : (a) and (b) Yes, Sir. The Chief Minister of Kerala requested that Rs. 6 crores and Rs. 4 crores may be allotted for Ernakulam-Alleppey, Alleppey-Kayamkulam railway lines respectively. He was replied that it had not been possible to provide more funds for these two railway line projects in view of the overall low availability of funds.

Unhygienic Working conditions of Sucheta Kripalani Hospital, New Delhi

*46. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANARANAND) : (a) to (c) It is not a fact that the working conditions in Sucheta Kripalani Hospital are unhygienic.

There has not been any death of newly born babies in the hospital due to tetanus.

Conversion of Samastipur-Darbhanga Line into B.G.

*47. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3163 on 11 August, 1983 regarding survey for Darbhanga-Jayanagar conversion and state the latest position with regard to the survey of Darbhanga-Jayanagar and Jayanagar-Udaipur (Cement Plant side), for conversion of Samastipur-Darbhanga line to broad gauge and construction of proposed Sakri-Hasanpur line ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI) : Survey for Darbhanga-Jayanagar has been completed. The survey report for this Project has been received and is under examination.

Conversion of Samastipur-Darbhanga from Metre Gauge to Broad Gauge and construction of new Metre Gauge line from Sakri to Hasanpur are both approved projects. However, it has not been possible to make much headway due to severe constraint of resources.