

LOK SABHA

Thursday, March 11, 1982/Phalguna
20, 1903 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Suspension of Employees of Southern Railway for Dakshin Express Accident

*248. SHRI K. T. KOSALRAM:
Will the Minister of RAILWAYS be
pleased to state:

(a) the reasons for suspending
some employees of the Southern
Railway for the accident of Dakshin
Express which took place near Agra
in the last week of January, 1982;
and

(b) whether any action has been
taken against the employees of Agra
Junction who gave clearance to
Dakshin Express on that day?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF):

(a) Deputy Yard Master, Madras
Central, was placed under suspension
for not ensuring that the luggage
portion of the Second-class-cum-
luggage bogie was marshalled accord-
ing to the extant orders.

(b) No, Sir. The Commissioner of
Railway Safety, Central Circle, Bom-
bay, has held a statutory inquiry in-
to this accident. According to his

provisional findings, the accident was
due to the failure of the engine crew
of the Dakshin Express.

SHRI K. T. KOSALRAM: What
are the extant orders in regard to
marshalling of Second-class-cum lug-
gage bogie in this train? Where
was it placed and how did it contri-
bute to the cause of the accident?
What are the provisional findings of
the Commissioner of Railways Safe-
ty, Central Circle, Bombay?

SHRI C. K. JAFFER SHARIEF:
The orders are that in case of Mail/
Express trains, anti-telescopic or
steel bodied SLRs must be marshal-
led as the last coach at both ends of
the train formation i.e., next to train
engine in the front and as a rear
most vehicle, except when anti-teles-
copic or steel bodied slip or sectional
coaches are attached outside the
SLR due to unavoidable operational
requirements.

In case of SLRs which have pas-
senger portion on one side and lug-
gage-cum-brake portion on the
other, the SLR should be marshalled
in such a way that the luggage and
brake portion is trailing outer most
or next to engine. In case of new
design of SLRs with passenger por-
tion in the middle, these can be posi-
tioned in any convenient way.

SHRI K. T. KOSALRAM: Accord-
ing to the Commissioner of Railway
Safety, Central Circle, Bombay, the
accident is due to the failure of the
engine crew of the Dakshin Express.
How could the Deputy Yard Master,
Madras Central, be punished.

The driver of the train did give the
testimony before his death that the
to bad weather conditions he could
not see the signal. Did not the emp-
loyees of the Agra Junction who gave

the signal see that the weather was bad and that there was no visibility at all? Did they delay the movement of the train for some time due to fog?

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Sir, as my colleague has pointed out, the marshalling of the SLR was wrong. It was not the cause of the accident but it has resulted in the number of casualties being higher because the luggage portion was not towards the engine but the passenger portion was towards the engine.

Now, so far as the signal is concerned, the Railway staff had put the signals to 'ON' because they had given the signal for the goods train to go about 33 minutes before. But there are two facts which have emerged because we were also there on the spot. One is that the driver of the goods trains did not start 33 minutes earlier when he received the signal to start. He is reported to have started about 15 to 20 minutes late. This is one of the reasons which we will have to go into.

Secondly, although the Enquiry Commission has said that fog was not so thick as to necessitate the use of detonators. When we were there, we had heard from practically everybody and the report was also based on hearsay evidence that the fog was very thick and therefore they should have taken the extra precaution of using the detonators. (Interruptions)

The driver had given the testimony that he did not see the signal.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष जी, रेल यात्रा आनना के अक्षुभित यात्रा है। यात्री जब एक जगह से दूसरी जगह जाने हैं तो पहुंच कर भगवान को प्रणाम देने हैं और घर-वालों को सूचना देने हैं कि हम मही-मनाहमत पहुंच गए हैं। मैं मंत्री महोदय से जानना चाहंगा—रेल यात्रा सुरक्षित हो, इस के लिये वह क्या करने जा रहे हैं ?

जिन कर्मचारियों को दोषी पाया गया, उनको आप सजा देने जा रहे हैं, लेकिन क्या आप को इस बात की जानकारी है कि इन सारी दुर्घटनाओं का कारण आप के अधिकारी हैं, रेलवे बोर्ड के चैयरमैन हैं, जो कहते हैं कि केवल स्पीड बढ़ाओ, बीच में इन्टरमीडिएट जगहों पर जो चैकिंग स्टाफ था, उनको इकानमी के नाम पर हटा दिया गया है और डस्टीनेशन पर ही गाड़ियों की मन्टेनेंस होती है ?

तीसरी बात—क्या आप को इसकी जानकारी है कि अभी हाल में आल इन्डिया गार्ड कौन्सिल ने सैफ्टी-सेमिनार किया था और वहां पर यह बात उभर कर आई थी कि गार्ड और ड्राइवर के बीच में कम्यूनिकेशन होना चाहिये। मैं मंत्री महोदय से जानना चाहता हूँ कि इन विदुओं पर आप क्या करने जा रहे हैं ?

SHRI C. K. JAFFER SHARIEF: Sir, two Safety Teams have been appointed to go into the aspects and they have already gone round and made a thorough study. One of the recommendations is to go into the communication system between the guard and the cabin men and the Station Master. That aspect is also under study.

SHRI R. P. YADAV: What about your Railway Board Chairman who is responsible for the accidents who in the name of effecting economy, has retrenched all the staff who have been there in between stations to check the trains for maintenance.

SHRI C. K. JAFFER SHARIEF: It is not so Sir. It is his opinion.

SHRI P. C. SETHI: I would like to add that in the case of certain formations of goods train where they are having box Wagons end-to-end running has been permitted. But with regard to other wagons which require mid-term checking, it has not been abandoned. This is not correct to say that the Chairman is respon-

sible for all these accidents. As far as this particular accident is concerned, this is a head-on-collision and has nothing to do with the deterioration of the rolling stock.

SHRI N. SOUNDARARAJAN: Sir, the human life became so cheap today before our Railway Minister that there are major accidents almost every month since 1980. Throwing away a paltry sum of a few thousands of rupees will never bring any credit to the administration of Railway. Hence I would like to ask the Railway Minister, will he introduce an insurance scheme for the long distance passengers at the rate of Rs. 1 per 100 kms. and to increase the amount of compensation up to Rs. one lakh for the death in accidents.

SHRI C. K. JAFFER SHARIEF: There is no such scheme before us. If any of the insurance schemes comes, we will examine it. So far as the compensation is concerned, we have already got the set procedure and we are going accordingly.

Parliamentary Committee to Probe into Corruption Charges Against J.N.U. Administration

*249. **SHRI VIRBHADRA SINGH:** Will the Minister of EDUCATION be pleased to state:

(a) whether Government have received a memorandum from Members of Parliament demanding a visitorial enquiry into affairs of Jawaharlal Nehru University;

(b) if so, the reasons for the same stated therein;

(c) will Government appoint an all-party probe committee to probe into the corruption charges against JNU Administration; and

(d) if not, the reasons for the same?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) and (b). In a memorandum jointly signed by several Members of Parliament, and submitted to the President, in his capacity as the Visitor of the Jawaharlal Nehru University, the following demands were made:—

(i) To appoint a Commission through the exercise of the powers vested in you under Clause 8(2) and 8(3) of the Jawaharlal Nehru University Act of 1969 to probe into the charges of corruption, misuse of public funds and violation of the Schedule, statutes and academic ordinance by the University Administration as alleged by different sections of the University community: students karamcharis and teachers on various occasions.

(ii) To appoint a Vice-Chancellor who will be able to win the confidence of all sections of the University and fill up all vacant posts in the University Executive Council numbering more than 20.

(iii) We are pained to learn that instead of probing these charges, the University authorities have penalised Shri Rajan G. James, a Ph. D. Scholar of Centre of Political Studies and Convenor, Democratic Students Front, Jawaharlal Nehru University by expelling him for two years from the University for raising his voice against mal-administration and corruption, in the University. We feel that this act of political victimisation is not in conformity with the objectives of the Jawaharlal Nehru University, viz.

'A University stands for Humanism, for tolerance, for reason, for the adventure of ideas and for the search of truth. It stands for the onward march of human race