

संख्या १११५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि शाहदरा (दिल्ली) में मानसिक चिकित्सालय की स्थापना में क्या प्रगति हुई है ?

स्वास्थ्य मंत्री (श्री करमरक) : केन्द्रीय सार्वजनिक निर्माण विभाग ने मानसिक चिकित्सालय के निर्माण कार्य के कुछ अंश के लिये टेण्डर आमंत्रित कर लिये हैं और साथ ही वह उपचार खण्ड के लिये विस्तृत प्राक्कलन तैयार कर रहा है। चिकित्सालय के शेष भागों के विस्तृत उद्देश्य भी तैयार किये जा रहे हैं और इस में तीन महोने लगने का और सम्भावना है।

पूर्वोत्तर रेलवे की समस्त पुर-रक्सौल लाइन

१४७. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे की समस्त पुर-रक्सौल लाइन को मोटरगेज से ब्राडगेज में बदलने की योजना पर विचार किया जा रहा है; और

(ख) यदि हां, तो समस्त पुर से रक्सौल तक को लाइन जो ब्राडगेज में बदली जायेगी वह दरभंगा हो कर जायेगी या मुजफ्फरपुर-मोतीहारी हो कर ?

उप-मंत्री रेल (श्री एस० वी० रामस्वामी)

(क) जी नहीं।

(ख) सवाल नहीं उठता।

स्मृति डाक-टिकट

१४८. श्री विभूति मिश्र : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत सरकार ने प्रसिद्ध हिन्दी कवि पं० सूर्यकान्त त्रिपाठी 'निराला' की स्मृति में उन के जन्म दिवस (आगामी बसन्त पंचमी १९६३) के अवसर पर डाक टिकट जारी करने का विचार किया है ; 1930(Ai) LSD—3.

(ख) यदि हां, तो उस का पूर्ण विवरण क्या है; और

(ग) यदि नहीं, तो क्या सरकार इस पर विचार करेगी ?

परिवहन तथा संचार मंत्रालय के राज्य मंत्री (श्री राज बहादुर) : (क) सरकार को इस तरह का कोई प्रस्ताव नहीं मिला है।

(ख) प्रश्न ही नहीं उठता।

(ग) इस तरह के सभी प्रस्तावों पर यथोचित विचार किया जाता है।

12.15 hrs.

MOTIONS FOR ADJOURNMENT

Mr. Speaker: I have received notice of an adjournment motion.

Shri S. M. Banerjee (Kanpur): Sir, I have given notice of this adjournment motion because there have been three derailments on the 17th March itself. Two men have died in a train derailment between Ichchapuram and Jhadupudu stations of the South Eastern Railway. There was another train derailment where 5,000 passengers were held up and it is said in the newspaper reports that this is the sixth accident during the last 20 days on the Grand Chord section of the Eastern Railway and the PTI correspondent who visited the site of the accident found scores of passengers suffering from hunger and thirst. It means that they were not supplied even with water or food and there were no facilities available for first-aid. There was a third derailment in the Northern Railway. I would like to know the causes of these derailments. After we discussed the question of accidents more accidents have taken place. There have been three accidents in one day. I can appreciate their anxiety to see that accidents do not take place. I would request you, Sir, to kindly admit this adjournment motion so that we may

[Shri S. M. Banerjee]

get a chance to discuss it further and see how we can avoid more accidents.

**Shri Vajpayee (Balrampur):** Sir, I have also given notice of an adjournment motion in regard to the railway accident which occurred in 17th March.

**Mr. Speaker:** It is the same one.

**Shri Vajpayee:** Yes. But it is not clear from the Press reports whether the bridge collapsed or the engine was derailed. Had it been a passenger train the loss of lives would have been very tremendous.

**The Minister of Railways (Shri Jagjivan Ram):** Sir, according to your directions, whenever there is any major accident I on my own come to the House and make a statement. It so happened that there had been on the 17th March three derailments on three railways—one on the South Eastern Railway, one on the Eastern Railway and the other on the Northern Railway. I will give briefly whatever information I have with me about these derailments.

On 17-3-1962 at about 11.40 hours while Goods Train No. 514 A Dn. which was running from Jhadupudu to Ichchhapuram on the Khurda Road district of the South Eastern Railway, its train engine and the 16 wagons behind it derailed and capsized and were thrown into the nala at mile 392|18-19 at bridge No. 1052 after breaking down the Waltair end abutment and pier No. 1 and damaging pier No. 2.

As a result of the accident, the driver and first fireman were removed from the engine with severe burns and later both expired. A gangman who was working at the site was also killed. Besides, 12 other persons—all railway men—were injured, two of them grievously.

*Prima facie* it appears—the enquiry has not been held—that re-railing work was in progress on the bridge and for that purpose, a block had

been obtained from 9.00 hours to 11.00 hours on 17-3-1962. Before, however, the rail closures had been put in, the block was removed by the officers in charge of the work. Further investigations are being made into the cause of the accident. The bridge itself did not collapse.

The other was on the Eastern Railway about which Shri Banerjee has raised a question on the basis of some Press news as to how 5,000 persons were stranded at such a very important station. It is not believable that at that station—Mr. Banerjee also knows that station—this would happen. I will request him to exercise his own imagination whether at a station like Gaya there will be scarcity of water.

**Shri Hem Barua (Gauhati):** The newspaper report says that they had to pay two annas for a glass of water.

**Shri Jagjivan Ram:** I have seen it. That is why I am requesting my hon. friend, Shri Banerjee, to exercise his own imagination. He also knows the station.

**Shri S. M. Banerjee:** The PTI correspondent gives that news item.

**Shri Jagjivan Ram:** That is why I am making that request. I am now giving the details. After that, I will leave it to Shri Banerjee to infer whether what has been stated in the newspapers can be correct or not.

**Shri Hem Barua:** It can be verified. Why should we exercise our imagination in respect of facts?

**Shri Jagjivan Ram:** If the hon. Member shows a little patience, I will read out the statement. Further, I am not yielding the floor.

**Mr. Speaker:** Let the hon. Minister make his statement.

**Shri Jagjivan Ram:** On 17-3-1962 at 21.10 hrs. while 337 Up Sealdah-Kiul-Gaya passenger was being admitted into Manpur station on Grand

Chord Section of Eastern Railway, the engine derailed of all wheels blocking Up and Down lines. The Up line was cleared at 1.20 hrs. and single line working was introduced. I will again emphasise the significance of the time factor. The Down line was cleared at 10.35 hours and double line working was introduced with a speed restriction. The General Manager, Chief Engineer and Chief Mechanical Engineer who were on inspection at Gaya supervised the restoration operations. The cause of accident is under investigation.

I will make enquiries about what has appeared in the newspapers but, on the very face of it, when the derailment took place at 21 hours and the single line work was restored at 1 O'clock in the morning, it is not conceivable that 5,000 people would have accumulated at the station. Anyhow, I will make investigations about that point.

**Shri S. M. Banerjee:** Another question which arises out of this should be taken into account. This is the sixth accident on the Grand Chord line during the last twenty days, according to some reports. Is it true or not?

**Shri Jagjivan Ram:** There have been a few derailments in the Eastern Railways but, fortunately, most of them were in respect of goods train.

Now, the third accident that took place was on the Northern Railway, on 17-3-1962.

**Shri S. M. Banerjee:** It was in the North East Frontier Railway.

**Shri Jagjivan Ram:** What I have got here is about the accident in the Northern Railway.

**Shri S. M. Banerjee:** That is the fourth one.

**Shri Jagjivan Ram:** This is what I have got.

**Shri Hem Barua:** The hon. Minister seems to forget Assam.

**Shri Jagjivan Ram:** At 6.58 hours on 17-3-1962 M-8 Dn. pick up goods while being received at line No. 1 at Murshadpur next to Najibabad at Saharanpur-Moradabad section entered the sand hump, resulting in the derailment of engine No. 12591 CWD of all wheels and derailment and capsizing of loco rest van next to engine and 7 other wagons. Two firemen in the rest van jumped off and received minor injuries. The cause is under investigation and an Assistant Officers' Enquiry has been ordered. That is all the information that I have got in my possession.

**Shri S. M. Banerjee:** The third accident which I mentioned in my adjournment motion pertains to the North Eastern Railway. The newspaper says:

"The driver and the firman of a Katihar-bound goods train were injured when the engine and the four wagons immediately behind it went off the track between Kumedpur and Lava stations on the Katihar-Khejuriaghad section of the North East Frontier Railway last evening, according to a report received here today.

The derailment followed a head-on collision between the engine and a push trolley loaded with railway sleepers, the report said.

Train services on this section have been suspended."

So, according to the Minister's version, the third accident that he narrated was something different from what I have mention in my adjournment motion. Then, this is the fourth accident. Has he any information about the fourth one?

**Shri Braj Raj Singh (Ferozabad):** There is a fifth also.

**Shri Jagjivan Ram:** So far as the accident which Shri Banerjee pointed out is concerned, I will make enquiries.

**Mr. Speaker:** Normally it is the practice to bring to the notice of the House accidents which involve the death of any passengers or even the persons who are running the trains. The adjournment motion reads:

"Immediate need to discuss three derailments of Passenger and Goods trains on 17th March 1962 resulting in death of two persons and serious injury to many."

Shri Vajpayee referred to the collapse of the bridge. The hon. Minister has stated that the bridge did not collapse but some block was removed by the officer. The matter is under investigation. It is rather unfortunate that this accident should have occurred. The hon. Minister would kindly lay a statement on the Table of the House or give further information as soon as the enquiry is over.

**Shri Jagjivan Ram:** Yes, Sir. I will ascertain the facts and as soon as any information is received, I will lay it on the Table of the House.

**Mr. Speaker:** So far as the other derailments are concerned, about five or six of them, whatever might be the reason, they are highly regrettable.

**An Hon. Member:** Only four.

**Mr. Speaker:** Even if it is four, it is bad. I do not know who is to blame for this, the engine driver or the person who was in charge of laying the route. The hon. Minister can only manage them. But it is equally the duty of hon. Members who are in charge of various trade unions also to advise them to do their work much better. It is a misfortune of misfortunes. Of course, I allow all hon. Members to put questions about the working conditions etc. of the railway workmen. Though the hon. Minister is in charge of railways and is bound to explain everything to this House, I think it is the responsibility

of other hon. Members also—I am not now referring to Shri Banerjee and I do not know whether he is connected with the railwaymen's union or not—who come here and raise questions about the salaries and working conditions of the railwaymen to advise the railway workers to render better service. If only they had been careful and vigilant, these derailments would not have taken place. The hon. Minister cannot be taken to task for the indifference of the workmen. Of course, I will always allow opportunities to hon. Members to raise the question of the grievances of the workers, and they can do whatever they can for them. At the same time, they must also advise them to render better service to the community. It is a misfortune of misfortunes. Whether a fireman dies or an engine driver dies, there is a death of somebody who belongs to this country. I am really sorry this has happened. Hon. Members who are in charge or who are in a position fortunately to advise the workers must tell them that they would take up their cases with respect to emoluments etc. only if they render better service to the community.

**Shri P. K. Deo (Kalahandi):** But Mr. Banerjee's union is not recognised.

**Shri S. M. Banerjee:** I very well appreciate your advice, Sir. We have been advising the railway workers to do better and better service. We have been pleading in this House that the trade union representatives should be associated with this committee where they discuss accidents etc. Then only the committee would be in a better position to discuss the rolling stock, the condition of engines etc. Therefore, the All India Railwaymen's Federation should be associated with this Committee. Otherwise, it will be doing an injustice to them.

**Mr. Speaker:** Is derailment one of the methods by which the Government should be forced to have a re-

representative of workmen? These two ought not to be connected. Can we say that this is one of the methods of forcing the Government to have a representative in the committee and until then the derailments will go on? The suggestion will be looked into by the hon. Minister. At the same time, the derailments ought not to be allowed to continue merely because the representative of workmen are not there in the committee.

**Shri Jagjivan Ram:** Perhaps Shri Banerjee has referred to the committee that we have set up under the chairmanship of Dr. Kunzru. I will pass on his suggestion to the Committee that the representatives of the All India Railwaymen's Federation may be examined by the Committee.

**Mr. Speaker:** If they are associated with the committee then there will not be much difficulty. In view of the statement of the hon. Minister, I do not think it is necessary to allow the adjournment motion.

12.30 hrs.

#### PAPERS LAID ON THE TABLE

##### REPORT OF THE IMPORT AND EXPORT POLICY COMMITTEE

**The Minister of Commerce and Industry (Shri K. C. Reddy):** Sir, I beg to lay on the Table a copy of Report of the Import and Export Policy Committee. [Placed in Library. See No. LT-3547/62].

##### NOTIFICATIONS ISSUED UNDER THE DELHI DEVELOPMENT ACT, 1957

**The Minister of Health (Shri Karmarkar):** Sir, I beg to re-lay on the Table a copy each of the following Notifications under section 58 of the Delhi Development Act, 1957:—

- (i) The Delhi Development (Management of Properties) Regulations, 1961 published in Notification No. S.O. 1338 dated the 10th June, 1961.

[Placed in Library. See No. 3102/61]

- (ii) The Delhi Development (Betterment Charge Arbitration) Rules, 1961 published in Notification No. G.S.R. 11-11 dated the 9th September, 1961. [Placed in Library. See No. LT-3338/61]

- (iii) The Delhi Development Authority (Salaries, Allowances and Conditions of Service) Regulations, 1961 published in Notification No. S.O. 2226 dated the 16th September, 1961. [Placed in Library. See No. LT-3339/61]

##### NOTIFICATION ISSUED UNDER THE MOTOR VEHICLES ACT, 1939

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** Sir, I beg to lay on the Table a copy of Notification No. F. VIII (6)-MV/61 published in Tripura Gazette dated the 25th November, 1961 making certain amendment to the Tripura Motor Vehicles Rules, 1954, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939. [Placed in Library. See No. LT-3548/62]

##### NOTIFICATION ISSUED UNDER THE ESSENTIAL COMMODITIES ACT, 1955

**The Minister of Food and Agriculture (Shri S. K. Patil):** Sir, on behalf of Shri A. M. Thomas I beg to lay on the Table a copy of Notification No. G.S.R. 67 dated the 13th January, 1962 making certain further amendments to the Vegetable Oil Products Control Order, 1947, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-3549/62]

##### NOTIFICATIONS ISSUED UNDER THE DISPLACED PERSONS (COMPENSATION AND REHABILITATION) ACT, 1954.

**The Deputy Minister of Rehabilitation (Shri P. S. Naskar):** Sir, I beg to lay on the Table a copy each of the following Notifications under