

how best to have participation of labour in the management of railways. At this stage, it is only confined to labour welfare and employees' welfare activities, and there we are getting the active association and participation of the employees. This sphere can be widened, but since the railway is a very complex institution by itself, therefore, it will take some time to consider all these matters.

**श्री अटल बिहारी वाजपेयी :** सवाल रेलवे बोर्ड किस अफसर को नियुक्त करे इसका नहीं है, सवाल रेलवे बोर्ड में रेलवे कर्मचारियों को प्रतिनिधित्व दिये जाने का है। जो कारखाने चल रहे हैं पब्लिक सेक्टर में, उनके प्रबन्धमंडल में कर्मचारियों के प्रतिनिधि सम्मिलित किये जा रहे हैं, तब क्या रेलवे कर्मचारियों को इसमें वंचित रखा जायेगा ?

**श्री मुहम्मद शफी कुरेशी :** जहां तक रेलवे बोर्ड में रेलवे एम्प्लायीज के पार्टिसिपेशन का ताल्लुक है, यह मामला जेरे गौर है। इस पर अभी कोई फैसला नहीं किया गया।

**SHRI A. P. SHARMA :** Is it a fact that a lot of discussion has already started with the recognised labour unions for working out a scheme for participation of workers in management and decision-making, and if so, how much time is it likely to take to finalise the scheme ?

**SHRI MOHD. SHAFI QURESHI :** Yes ; the hon. Member is himself a member and it depends upon how long he will take to submit his report.

**SHRI B. S. MURTHY :** Is it a fact that the railway employees are not allowed to become members of railway users' consultative committees ? May I also know whether it is a fact that one Harijan member from Madras who has been nominated in the Madras Zonal Railway Users' Consultative Committee has been asked not to attend the meetings ?

**श्री एस० एम० बनर्जी :** अभी मंत्री महोदय ने कहा कि मामला जेरे गौर है। मैं जानना चाहता हूँ कि जब दोनों रिफरनाइज्ड फेडरेशनों से बात चीत चल रही है और दोनों इस बात को चाहती हैं कि रेलवे की तरफकी हो और उसमें

काम सुचारु रूप से चले तब वह कौन सी बजह है जिसकी बजह से देरी हो रही है, सरकार की बजह से या एम्प्लायीज की बजह से ?

**श्री मुहम्मद शफी कुरेशी :** इस मामले की नवीयत इतनी अहम है और यह इतना बड़ा महकमा है कि लेबर यूनियनों और सरकार के दोनों ही महकमे इस बात पर जोर दे रहे हैं कि इस मामले को जल्द से जल्द तय किया जाना चाहिये। मेरा मतलब रेलवे बोर्ड और रेलवे मिनिस्ट्री से है। इसमें कुछ टाइम लगेगा, लेकिन एम्प्लायीज भी, लेबर यूनियनों भी और सरकार भी चाहती हैं कि इस मामले का जल्दी से जल्दी फैसला किया जाये।

**SHRI CHAPAL BHATTACHARYYA :** Will the hon. Minister of Railways kindly state whether the question of participation of workers in the management is limited only to the Railway Board or at all levels, and whether active help and cooperation of these employees has been sought for particularly at different centres where there is leakage and corruption in order to put a stop to them ?

**SHRI MOHD. SHAFI QURESHI :** The idea of participation is not only at the higher level, but the idea is that it should go down to the lowest level.

**श्री राम सहाय पाण्डे :** रेलवे कर्मचारियों को रेलवे बोर्ड में प्रतिनिधित्व देने के सम्बन्ध से जब आपने चेअरमैन को इस मामले को रिफर किया तो उन्होंने क्या राय दी ?

**श्री मुहम्मद शफी कुरेशी :** अभी तक न यह उनकी नोटिस में लाया गया है और न उनकी राय ली गई है।

#### Railway Accidents on Indian Railways during 1971

\*940. **SHRI P. GANGADEB :**  
**SHRI S. M. KRISHNA :**

Will the Minister of RAILWAYS be pleased to state :

(a) how many Railway accidents took place

from the 1st April, 1971 to 30th June, 1971 month-wise ;

(b) in how many cases enquiry was conducted and what are the findings ; and

(c) the amount of loss and the number of persons killed, separately in each accident ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)** (a) During April 71, May 71 and from 1. 6. 71 to 15. 6. 71 (up to which date information is available) there were 83, 78 and 40 train accidents respectively in the categories of collisions, derailments, train running into road traffic at level crossings and fires in trains on the Indian Government Railways.

(b) All these accidents were inquired into. Of the 194 cases, the causes of which have been ascertained so far, 96 were due to failure of railway staff, 44 due to acts of other than railway staff and 31 due to failure of railway equipment. Of the remaining cases, 19 were accidental in nature for which no one was held responsible, in 3 cases the cause could not be precisely determined and 1 case was due to sabotage.

(c) The cost of damage to railway property as a result of collisions, derailments, level crossing accidents and fires in trains for the period 1.4.1971 to 15.6.1971 has been estimated at approximately Rs. 6,05,871/-, Rs. 7,91,992/-, Rs. 12,455/- and Rs. 1,00,119/- respectively. The number of persons killed as a result of these categories of accidents was 10, 3, 19 and 12 respectively.

**SHRI P. GANGADEB** : The Hon. Minister stated that 44 accidents were due to causes unconnected with acts of railway staff. What are those accidents and what steps have been taken to prevent them ?

**SHRI MOHD. SHAFI QURESHI** : Most of these accidents were on the unmanned railway crossing, Government are looking into this matter. As has already been stated by the hon. Minister in reply to the budget debate, Government are thinking of constructing more over and under-bridges.

**SHRIMATI LAKSHMIKANTHAMMA** : In the third class and other compartments, due to the heavy rush, young men and students have to hang on outside the compartments and sometimes they dash against the signal post which is very close by. So many accidents take place on account of this. The other day I saw the deadbody of a person who died by such an accident lying on the road. Is there any proposal to shift the signal posts a little further away from the outside of the compartments so as to avoid such accidents ?

**SHRI MOHD. SHAFI QURESHI** : There is a proposal to educate people to travel in the compartment and not hang outside it.

**SHRIMATI LAKSHMIKANTHAMMA** : That serves no purpose. Only the other day I saw the victim of such an accident.

#### **Running of trains on uneconomic Railway lines by Private Parties**

\*941. **SHRI JAGANNATH MISHRA** : Will the Minister of RAILWAYS be pleased to state : (a) whether, before closing down uneconomic Railway lines, Government propose to invite such parties through advertisement who could undertake the responsibility of running the said lines under the technical supervision of the Railway Board ;

(b) whether the said lines would be continued in case the Railway users of the area, Panchayat Samitis, industrial units etc. assure to make good the loss based on some formula ; and

(c) if so, whether Government propose to explore such possibilities ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)** : (a) No, Sir.

(b) and (c). No such proposal has been received so far. The matter will be examined on merits, if any specific proposal is received.

**SHRI JAGANNATH MISHRA** : May I know the names of the lines to be closed down because they are running at a deficit, and the steps Government propose to take to see that they may continue to function in the interests of the nation ?