

the next session, he will be able to give fuller information. For the present, if the House permits, I will go to the next question.

श्री मधु लिखरे : इसीलिए मैंने कहा कि प्रगले सप्ताह लिया जाये इस को ।

श्री हुकम चन्द कछवायः अध्यक्ष महोदय, इस एक घंटे में कम से कम 10 क्वेश्चन होने चाहिएं ।

अध्यक्ष महोदय . वह तो ठीक है लेकिन मैं क्या करूँ क्योंकि माननीय सदस्य हर एक क्वेश्चन पर सप्लीमेंटरीज करना चाहते हैं ।

Shri H. N. Mukerjee: Mr. Jyotirmoy Basu's question has gone on the record. That should be answered.

Mr. Speaker: He may not have the information available. That is why I made that observation.

Shri Jyotirmoy Basu: Sir, it is an important question.

Mr. Speaker: Can the charge of corruption in some office be answered in reply to a supplementary? You should also be reasonable. It is absolutely not relevant to this question.

Railway Accidents

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*172. Shri Yashpal Singh:
Shri C. C. Desai:
Shri George Fernandes:
Shri R. Barua:

Will the Minister of Railways be pleased to state:

(a) the number of railway accidents which occurred during the last six months on all Railways (Zone-wise);

(b) the number of persons killed and injured and the loss of Railway property in each case separately;

(c) whether compensation has been paid to the next of kin on account of loss of life or property;

(d) if so, the details thereof;

(e) the findings of the Departmental Enquiry Committees or other Committees of Inquiry regarding the causes of these accidents; and

(f) the steps so far taken to prevent the recurrence of these accidents?

The Minister of State in the Ministry of Railways (Shri Farman Ghosh): (a), (b) and (c) A statement is laid on the Table of the House. [Placed in Library. See No. LT-169/67].

(c) No compensation has been paid so far.

(d) Does not arise.

(f) Steps to prevent recurrence of accidents include better training and safety education and stricter supervision over the working of Railway staff and deterrent punitive action against those causing accidents. In addition, safety aids like speed recorders, better signalling devices etc. have been extensively provided. Efforts also continue to improve the maintenance of Railway equipment.

श्री यशपाल सिंह : जैसा कि माननीय श्री एस० के० पाटिल ने कहा है कि उनको बयान करने के लिए कुछ पार्टियों ने सैबोटैज बर्क किया और सैबोटैज की वजह से यह दुर्घटनाएं हुईं तो सरकार की इसमें राय क्या है और उन का वह बयान किस हद तक सही है ?

श्री मधु लिखरे : जनता ने उसका जवाब दिया है ।

The Minister of Railways (Shri C. M. Poonacha): In the statement furnished we have given the detailed break-up of the number of accidents due to various causes. If the hon. member pursues it, he will find that the number of cases relating to tampering of track and sabotage is only 5 out of 841.

श्री बलराम सिंह : क्या कि एक्सपर्ट्स की राय है कि हमारी रेलवे लाइनें 100 साल के ज्यादा पुरानी हैं और हमारे जो मोजूदा रेलवे इंजन हैं वह उन 100 साल पहले की बनी हुई लाइनों को साथ फिट नहीं करते हैं और इसलिए ज्यादा एक्सीडेंट्स हुए हैं तो इस में कितनी परसेंट आप की राय है ?

Shri C. M. Poonacha: It is true in certain sectors, the track is not capable of bearing the speed and frequency. So, proper programmes of works have been drawn up to strengthen the track and stabilise it by making the necessary improvements in that regard. The numbers of accidents which occurred due to mechanical, track and electrical deficiencies have been given in the statement.

It is 37, 12 and 3 respectively.

Shri C. C. Desai: Will Government please say whether it is true that in the matter of frequency and severity of railway accidents our country comes off the worst in the record of civilised countries and, if so, will Government please send senior officers and Technologists but not ministers, to some of these countries like France and Japan where the incidence of accidents is low, to study the safety measures which will avoid these accidents in this country?

Shri C. M. Poonacha: That suggestion will be kept in view and necessary action taken.

श्री जार्ज करनैडीज : कई बार यह आरोप किया गया कि बिलाई के कोलाह कारखाने से रेल पटरियों के बास्ते जो इस्पात का इस्तेमाल किया जाता है वह कच्चा इस्पात होने की वजह से रेलवे पटरियां कई जगहों पर खराब हो गयी हैं या टूटी हुई हैं जिसकी वजह से एक्सीडेंट्स हुए हैं। मुझे ऐसा भी बताने से आभा है कि जब आरोप करने में आया इस तरीके पर बिलाई के इस्पात के बारे में तब सरकार ने इस मामले पर कुछ जांच भी की है अगर बहुत

ही गुप्त तरीके से इस जांच को करने में आया है तो क्या रेल मन्त्री महोदय यह जो जांच करने में आई बिलाई की रेल पटरियों और इस्पात के बारे में यह जांच की रिपोर्ट इस सदन के सामने पेश करेंगे और वह जो गुप्त जांच अब तक करने में आई है उसको जाहिरा किस्म की जांच करने का काम करेंगे ?

Shri C. M. Poonacha: Sir, the materials that are used, particularly with reference to rails and other steel compents, are of certain tested specifications. They have to conform to the specifications laid down by the Indian Standards Institution. According to that only tested material is accepted for use on the railways. That is to say, there is a regular drill to inspect the material as supplied either from Bhilai, Durgapur or any other steel mill for that matter, and these periodical tests are conducted by competent technical authorities. The Indian Standards Institution also is in the picture. No sub-standard quality or untested material is allowed to be used for track or other purposes so far as the Indian Railways are concerned.

श्री जार्ज करनैडीज : जवाब और है। मैंने कहा है कि सरकार ने गुप्त जांच कमेटी बनाई थी उस गुप्त जांच कमेटी की रिपोर्ट को क्या मन्त्री महोदय सदन के सामने पेश करेंगे लेकिन उन्होंने उसका जवाब नहीं दिया।

The Committee was set up. What are the findings of that Committee?

Shri C. M. Poonacha: I will find out as to when the Committee was constituted and what their report is. If there is a report I shall place it on the Table

श्री मधु लिवरे : मासूम नहीं आप को ?

Mr. Speaker: He wants time to look into it.

श्री राजकुमार बाबब : मेरी इस प्रश्न पर जवाब है...

जी बूझ लिये - आप इन को यह रास्ता न दिखायें बरना संझट हो जायगा। यह रास्ता न दिखाइये नोटिस भागने का, पूरा क्वैश्चन बाबर चौपट हो जायगा।

Mr. Speaker: The reply was so long

जी राखसेवक बाबर अध्यक्ष महोदय, प्रश्न पूछने का सदा तात्पर्य यह होता है कि उस का जवाब मिले। माननीय सदस्य श्री जार्ज फरनेडीज ने जो प्रश्न पूछा है उस सवाल का जवाब हा या ना में मिलना चाहिये। लेकिन मन्त्री जी ने उस का जवाब नहीं दिया है।

Mr. Speaker: There is no point, kindly resume your seat

जी राखसेवक बाबर श्री जार्ज फरनेडीज के द्वारा पूछ गये सवाल का जवाब तो आप मन्त्री जी से दिलावा दें.

अ.यल महोदय आप बैठ जाइये।

Shri R Barua: In view of the increasing cases of sabotage by the hostiles the night running of trains in the NF Railways in Assam has been stopped. Even day-running of trains is unsafe. In view of this, may I know whether Government is going ahead with the clearing of jungles along side the railway line as was previously assured in this House, and constructing a road to enable the security staff to properly guard the railway line?

Shri C. M. Poonacha: This matter is engaging consideration by the Railway authorities in consultation with the State Government and also the security organisation that is functioning in that area

Shri Hem Barua: The railway accidents that have so far taken place in the Assam section of the NEF Railway are due to activities of hostile Nagas who have blown off the railway track by throwing bombs. They are throwing bombs even on the trains. These are the reasons for

the accidents there. We have been trying to impress on the Government here that they should take stringent measures. These accidents have been occurring there, in that vulnerable part of the country, and the Government has done nothing so far, nothing so far because otherwise the accidents could have been stopped. The hostile Nagas are intensifying their activities in spite of your patrolling and all that. May I know what active steps the Government have taken to check these accidents, or to stop these accidents from occurring in this particular part of the country? We want a specific answer and not running about the bush.

Shri C. M. Poonacha: In the North East Frontier sector we have difficulties of Naga hostile activities, so far as the railway system is concerned. We have the security force and the army is in overall control of the security arrangements. The railway protection force has provided 2 battalions to assist the organisation there. Over and above that, the Assam Government has also provided sufficient number of their staff.

Shri Hem Barua: Do not depend on the State Government.

Shri C. M. Poonacha: These are the arrangements, so far as the administrative side of the things are concerned. As for the railways themselves, we run a special searchlight engine, an escort or pilot.

Shri Hem Barua: But you have surrendered to the hostiles by stopping the trains at Lumding.

Shri C. M. Poonacha: Since the hon. Member did not want me to beat about the bush I am trying to give a little, elaborate answer. The searchlight-special runs half a mile or six furlongs ahead of the train. Then, armed Patrols continuously patrol the lines. Because of these steps we have been able to reduce the number of accidents. There has not been any very serious accident for some time in the recent past.

Shri Hem Barua: What about the accident on the 2nd March?

Shri C. M. Poonacha: Because there is the danger of unsocial elements trying to place incendiary bombs in the track, continuous patrolling of the track is done. Over and above that, the passenger luggage and their belongings are searched at various stations. Even though this search is inconvenient to other travelling public, we cannot help it.

Mr. Speaker: Safety of the passengers is more important than inconvenience to some passengers. Now, in the question hour the Minister should not take such a long time and give a long explanation about the whole history of the Assam Railways.

Shri C. M. Poonacha: Shri Barua wanted a detailed answer.

Shri Hem Barua: Sir, on a point of order. I have not got a reply to my question. The Railway Minister has said that no accident of a serious nature has been caused by the hostiles in that part of the country. Why should he forget that there was an accident as late as 2nd March between Titabar and Kharikatia stations on the Lumding Matiani section caused by the Naga hostiles. Except stopping the trains beyond Lumding what have you done?

Shrimati Lakshmikanthamma: In the statement it is mentioned that out of the 466 accidents 327 are due to the failure of the railway staff. What are the reasons for the inefficient functioning of the railway staff and what remedies do the Government propose to overcome these difficulties?

Shri C. M. Poonacha: These relate to minor accidents—mainly due to human error, carelessness and things like that. In such cases investigations are made and the staff who are found guilty are punished under the rules.

Shri Nambiar: Arising out of the statement that has already been given

we find that there are instances of human error and failure. Did the Government consider it necessary to go into the reasons why this human element comes in the way of efficient working of the railways and did the Government consider it necessary to give more staff where there is understaffing or to remove the workload which is also the reason for failure on the part of employees?

Shri C. M. Poonacha: So far as the workload and the fatigue aspect of it is concerned, I would say that there are prescribed drills whereby no one in the railways is made to work beyond a certain workload according to Justice Rajyadhyaksha Report.

जी. ज्यो. पी. स्वामी: ब्रिटिश काल की प्रवेला धावादी के पश्चात् एकलिवेट्स की मंडरा ज्वादा हो गई है, इसका क्या कारण है? क्या इसका एक कारण यह नहीं है कि हमारे रेलवे स्टाफ में टाप से ब्रिटिश तक डिस्प्लिन में कमी हो गई है?

Shri C. M. Poonacha: Percentage-wise the accidents are less. On the other hand work has increased tenfold.

Shri Mohamed Imam: A few months back there was a serious accident to the Poona-Bangalore Express in which 32 lives were lost. It was stated to be a case of sabotage. Was any inquiry held and responsibility for this sabotage fixed on any person? This happened just near the border between Mysore and Maharashtra.

Shri C. M. Poonacha: This matter was taken up for investigation by the Railway Safety Organisation which is under the Ministry of Civil Aviation and their report has just now been received.

Shri Mohamed Imam: There was a railway accident near Belgaum . . . (Interruption).

Mr. Speaker: Order, order; next question, No. 173. Shri Bibhuti Mishra.