

activities with a view to protecting States against internal disturbances and for matters connected therewith."

The Motion was adopted

S. BUTA SINGH : Sir, I introduce the Bill.

12.29 hrs.

HIGH COURT AND SUPREME COURT
JUDGES (CONDITIONS OF SERVICE)
AMENDMENT BILL, 1986

[English]

THE MINISTER OF STATE IN THE
MINISTRY OF LAW AND JUSTICE
(SHRI H. R. BHARDWAJ) : On behalf of
Shri A. K. Sen, I beg to move for leave to
introduce a Bill further to amend the High
Court Judges (Conditions of Service) Act,
1954 and the Supreme Court Judges (Con-
ditions of Service) Act, 1958.

MR. SPEAKER : The question is :

"That leave be granted to introduce a
Bill further to amend the High Court
Judges (Conditions of Service) Act,
1954 and the Supreme Court Judges
(Conditions of Service) Act, 1958."

The motion was adopted.

SHRI H. R. BHARDWAJ : Sir, I intro-
duce** the Bill.

DISCUSSION ON RECENT RAILWAY
ACCIDENTS

[English]

PROF. MADHU DANDAVATE
(Rajapur) : On 6th August when the House
paid homage to the tragic victims of
Hiroshima unfortunately, the same day we

** Introduced with the recommendation of
the President.

got a ghastly news about the accident in
Bihar near Palamau where Amritsar-Tata-
nagar Express collided with a few wagons
on the bridge and as a result of that there
was heavy loss of life and injury to several
people. Still we do not know how many are
dead. Only the dead and the God know how
many have died. But I am sure, in course of
time all the details will come out.

With my involvement with the railways
for two years, I have always developed an
emotional attachment to the railways and,
therefore, whenever I hear of a ghastly rail-
way accident, I always feel as if my own
house was shaken. And with that feeling
today I rise to initiate discussion on the re-
cent railway accident.

While giving a physical analysis of various
railway accidents that have taken place re-
cently, I will, at the same time, try to offer
to this House some positive and concrete
suggestions by which safety can be ensured
in future and at least such calamities can be
minimised. They cannot be totally eliminated
for the very simple reason that we have a
vast system of railways which is 61,000
route kilometres with 10,000 trains every-
day covering about 7,000 stations, a crore of
people on the suburban and non-suburban
trains travelling everyday and a large freight
traffic also travelling on these lines. So,
with such a vast expanse, accidents would
not be totally ruled out but we must try to
prevent as much damage to the system as
possible so that we may be able to have a
proper safety on the railways.

If you analyse the various accidents that
have taken place in the course of last several
years, you will find that there are various
categories of accidents and they had to be
daelt with in a slightly different way. We
have the accidents due to human failure, we
have accidents due to failure of equipments,
we have the accidents due to collision of
trains as in this particular case, then we have
accidents due to derailment of trains caused
by the fractured rails on which they run,
then we have sometimes the accidents due to
non-visibility as a result of fog on the railway
track. We have also the railway accidents—
and not few—due to unmanned railway
crossings of the railways. We also have cer-
tain accidents due to inadequate inspection