

12.23 hrs.

# CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

**Reported death of many persons and injuries to a large number of other passengers in a train accident near Faizabad**

SHRI R.P. DAS (Krishnagar) : I call the attention of the Minister of Railways to the following matter of urgent public importance and request that he may make a statement thereon :

"the reported death of many persons and injuries to a large number of other passengers in a train accident near Faizabad."

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURI) : Sir, with a heavy heart I have to mention that on 13.11.1983 at about 02.15 hours, an unfortunate incident took place near Faizabad station when some persons walking over the railway lines were run over by 136 Dn. Bareilly-Varanasi passenger train which was approaching the station from the Lucknow side. It is reported that these people got down from Allahabad-Faizabad passenger which stopped just after passing the home signal on account of hose pipe disconnection by some miscreants.

2. In all 31 persons were run over, of whom 15 died on the spot and 16 received injuries. The injured persons were admitted in the Civil Hospital, Faizabad, were 5 succumbed to injuries later.

3. Railway Divisional officers rushed to the site immediately from Lucknow. General Manager, Northern Railway, accompanied by Chief Traffic Safety Superintendent, Chief Medical Officer and Divisional Railway Manager, Lucknow, visited the site and the injured persons in the hospital on the same day. Monetary payments were arranged.

4. Normally, the Commissioner of Railway Safety will not inquire into such an incident because it does not involve bonafide railway passengers. In this case, on

my request, the Commissioner of Railway Safety, Lucknow, will investigate so that independence of enquiry is assured. I can assure the House that the State Govt. will be associated at an appropriately high level in the proceedings of the enquiry so that full facts are brought to light.

5. Prima facie indications are that, since we have stepped up ticket-checking drive, ticketless travellers are resorting to pulling the alarm chain and disconnection of hose-pipes, so that train comes to a halt just before the station and then they can escape detection. This incident also appears to have arisen out of this undesirable practice.

6. It is reported that the engine of the Bareilly-Varanasi passenger train No. 136 Dn. had left Lucknow with the head-light in good working order but just short of Faizabad the head-light had failed due to which the driver was already observing caution.

7. It is also reported that the drivers of both the trains were whistling constantly and the passenger train No. 136 Dn. was approaching the station at the time of the incident at about a speed of 30 to 35 Kms. as it was scheduled to stop at Faizabad.

8. It is given to understand that this particular Mela is not a very major one, the normal train services are utilised to clear the pilgrims.

SHRI R.P. DAS : Sir, I am glad that the Minister has expressed his grief over the tragic incident that took place near Faizabad. But I am surprised to find in the statement which he has made that normally the Commissioner of Railway Safety will not inquire into such an accident because it does not involve *bona fide* passengers.

12.26 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

How could he come to the conclusion that this railway track near Faizabad was used by people who were not *bona fide* railway passengers ? All of them were travelling in the passenger train from Allahabad to Faizabad and they were detained near Faiza-

bad home signal. That shows that these people were travelling in the train and all of them were passengers of that very train and they were coming down to Faizabad Railway Station and were about to cross the railway track at which time the 136 Dn train came upon them and that train ploughed this group of pilgrims numbering about 100, killing reportedly 31—it may be a large number like that in the accident at Dhulavari in which 38 persons were declared dead, but otherwise the figure came to 106. So, in this case also the deaths may be more than the number that has been reported in the press or as the Minister has indicated in his statement. I would only like to mention here that these passengers were *bona fide* passengers. So, an inquiry into this accident is quite justified. Of course, the Minister has requested the Commissioner of Railway Safety and he has agreed to conduct an inquiry into the matter. But, Sir, I would like to put a pertinent question as to who was responsible for this accident whether the pilgrims were responsible or the driver? My point is that the pilgrims may or may not have the railway tickets in their possessions or they might have travelled on the roofs of the train as the train was overcrowded as it has been reported in the press. But this train was detained at a particular point, possibly near the home signal the passengers alighted from the train and were crossing the track when the 136 Dn train came upon them, and consequently they were killed.

By that, could not lead one to such a conclusion that the responsibility of being killed lies with the pilgrims themselves? Certainly, it is not so. Then who is responsible? Is the driver responsible? The driver cannot be held responsible. The report came in the press to the effect that the down-train was not having head light. The driver who was later arrested gave a statement to the press to the effect that the train did not have light in any of the compartments. The head-light was not working. This is a normal thing which happens in West Bengal as also in U.P. We have seen that this sort of thing is the order of the day in the railways particularly in the passenger trains. The short distance trains most of the time do not have lights in the compartments and sometimes the engine does not

have head light. Had there been head light, the passengers could have seen that the train was approaching and they could surely protect themselves. They would not have been killed on the railway track.

In the statement of the Minister it has been said that both—up and down trains—were whistling from the distance. The persons killed could have heard it long before they were hit. Had they heard the whistle, they could not have been killed. One cannot be sure that both the trains were whistling simultaneously when the affected persons were going in between the two trains. This is abnormal. So, I am not believing this sort of statement which carries no sense in this respect. Most probably these people were detained there and were passing across the track when all of a sudden down train came over them and these people were killed.

In almost every case the drivers are forced to take out the engine from the loco shed. Even bad engines are taken out. Out-lived engines are used in short distance sections. If the drivers or the employees refuse to work or resort to work to rule, the authorities always go against these employees. They take every possible step to curb this sort of work-to-rule movement. And thus these people are generally forced to take out the trains from the loco sheds. In this case also the driver might have been forced to take out the train and he was running a train in which there was no headlight and no lighting arrangement. The driver himself said that the system was defective. The coaches might have been very old and the engine, as is in most of the cases, might have been an out-lived one. So these coaches and the engine might have been defective and the arrangement may not have been in order. So, there was no light. As there was no light, therefore, the responsibility for killing lies with the authorities who are running such trains. Therefore, I would like to place the entire responsibility on the Railway authorities. They should have taken necessary steps or made proper arrangements to see that outlived engines are not to be taken out to run the trains for the safety of passengers.

It is a normal practice that when such

tragic accidents take place, the Railways come out with bag of compensation money. In this case, they have announced ex-gratia payment of Rs. 1000 for the dead, Rs. 750 for the persons who sustained serious injuries and Rs. 500 for those who sustained minor injuries.

There was an all-Party meeting held at the platform on the very day of the accident took place. The all-party meeting demanded that there should be a judicial inquiry into the accident. I would request the hon. Minister to consider whether such an inquiry committee could be constituted to go into the details of this accident, find out the facts and suggest remedial measures to prevent such accidents.

I would like the hon. Minister to let us know whether the Railways will provide better engines to the trains, not outlived engines, a better engine to each of the trains irrespective of whether it is a passenger or mail or express train in order to ensure better and efficient service and safety of passengers.

In view of the fast growth rate of passenger traffic, I would like to know from the hon. Minister whether he would increase the number of trains and provide better track and other facilities so that the people need not dabble on the routes of trains.

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** Mr. Deputy-Speaker, Sir, you have noticed that I have not said that it was a railway "accident". It is an "incident". I have said that it was an unfortunate "incident". This "incident" does not fall under the purview of "railway accident". That is why I have said that it was an "incident".

As long as they were *bona fide* passengers inside the train, it was all right. But they were trespassers. They stopped the train simply because they wanted to run away. It is presumed that the report which I have read out to the House is a *prima facie* one. I cannot vouchsafe that what I am saying is correct because we have to wait for the final inquiry. I will place that inquiry report on the Table of the House and the House will come to know the real facts. In the meantime, the hon. Member can

reject me or accept me. Whatever he likes to do, he is entitled to do that. I have no quarrel with him. He said that he does not believe me. Well, it is left to him to say that. But I am giving the report which the Department has given to me.

**MR. DEPUTY SPEAKER :** He has not said that he does not believe you.

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** Certain remarks that he made indicate as if we are manufacturing certain stories. It is neither here nor there. We are not manufacturing any story.

What is today's tendency? He must understand that. We are strictly observing the ticket-checking system. This is the tendency of passengers all over India, not only this particular station where this incident has occurred. They are pulling the chains just before the station and they are trying to escape. Only I think two days ago, the same incident happened near Burdwan in West Bengal. But fortunately nobody died there. Otherwise, the same thing would have happened. There also, when they were getting down from a particular train and from another direction one speeding train was coming. There at the Burdwan Station, the train was slowed down. The whole purpose was that those people, we presume, did not have tickets and wanted to run away. Strictly, according to rules, this is not accident. When the General Manager of Northern Railway (approached the Commissioner of Railway Safety—normally he does the enquiry, he does not belong to railway department, he is from the Department of Tourism and Civil Aviation—he said that it is not an accident. How am I in the picture? What option is open to me? The option is open to me either to persuade these gentlemen that, for Heaven's sake, you do the enquiry and let the world know that there was an impartial inquiry, not that only railways did the enquiry. The U.P. Government also is interested to hold an enquiry. So I have told them that they can send a representative when the enquiry will be held.

Normally, we do not go for judicial enquiry in an incident like this. Normally, we tell the Commissioner of Railway Safety.

That is the tradition that is coming all the time. Now the Hon. Member says—I have explained why I have said they are trespassers, why I am not telling them *bona fide* passengers. About the Dhulabari incident. That is also an incident. It is not a railway accident because some people, anti-social elements, were trying to take Naptha out from the tanker. In doing so, they were also smoking beedis. That caused the fire. We have got the report by the Bihar Government and if you so desire I can place that enquiry report....

(Interruptions)

I do not want to go into that controversy. We have not instituted an enquiry but the Bihar Government *suo motu* have instituted an enquiry. That enquiry report is with me because in the Rajya Sabha there is a question on this. So I have not placed it on the Table of the House. If you so desire, I can place that on the Table of the House. So the Members can see what is the report. There also, somebody was trying to commit pilferage on the railway. Now that is also not an accident, strictly speaking, according to the railway terminology and concept.

(Interruptions)

Another point he has said, who is responsible. Now this is why the Commissioner of Railway Safety is going to hold the enquiry, about who is responsible. What we are saying is correct. What are we saying? What the railway people have been saying?

Firstly they were running away. The hose pipe was cut. Chain was pulled. All these things are correct.

The second point is that when another train left the destination, then the light was all right. Just while approaching this Station, the light went wrong. Whether this contention of the Railways is correct or not will be known only when proper inquiry is held. It is no use saying that we are using all bad engines, we are telling lies, that engine was a bad engine from the very beginning. That is neither here nor there. That is not our point. According to us, the engine was alright. You know, a machinery can go out of order, and the machinery went

out of order; just before approaching the Station, there was no light. According to the railway rules, they can run the engine on such occasions, but it must be with a limited speed of 30 or 40 kms. It is only inquiry which will reveal whether that train was passing at a speed of 30 or 40 kms. If it was passing through at a speed of 30 or 40 kms., then it was within the permissible limit. I am told the story that more people would have died if they had not put the brake and put the whistle on. They had no other option but to keep the whistle on all the time so that people can know that a train is coming. Both the trains did this. The hon. Member is saying that it is not correct. I do not know whether he was present there at that time to hear whether the train was all the time whistling or not whistling. I have been told by my Department that it was whistling all the time. So, for the present, I am saying that it was done.

The hon. Member says that the steam engine was in an outlived condition. I do not accept. I have said that this is the transitional period and that we are going in for electrical engines, locomotives, and also diesel engines. Naturally all at a time we cannot procure either electrical engines or diesel engines. There must be a phased way. I think, in another few years we will be able to change the whole steam engines. Instead of steam engines, we will have either diesel or electrical engines.

The hon. Member has said that the coach condition is not good. Well, I agree with him; all coach condition is not good; that is quite correct. I am not vouchsafing, I cannot misguide the House saying that all coach condition everywhere, all over the country, in the different Zones of the Railways all over the country, is good. We have shortage of coaches. We are not denying that. We have shortage of coaches and we are trying to do our best to bring new coaches. But that also will take time because he knows very well, at the time of passing of the budget, I made a long speech on this....

MR. DEPUTY-SPEAKER: Have you succeeded in that?

SHRI A.B.A. GHANI KHAN CHAUDHURI: Some of the coaches have



been replaced, not all the coaches have been replaced. I do not want to repeat all those that I had said.

If it had been an accident, certainly for each dead person we would have sanctioned Rs. 1 lakh, but it was not an accident. We do not accept it as an accident. That is our contention. If the inquiry says, 'No'; it was a railway accident, then we will accept that. But at the present moment we are not accepting that as an accident.

**SHRI ATAL BIHARI VAJPAYEE :** How will you describe the tragedy if it was not an accident ?

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** According to the railway concept it is an incident because they are trespassers. If the genuine passengers would have been there, they would not have pulled the chain and cut the hose pipe and not tried to run away. They ran away. Where ? Just near the station because there was the checking. That is the basic point I am trying to impress upon the House. Because they did not have the ticket, the trespasser runs away, strictly he is not a *bona fide* passenger. He is a trespasser. That is why it is not a railway accident. . . (Interruptions)

**MR. DEPUTY-SPEAKER :** Because he has no ticket in his hand.

**SHRI SATYASADHAN CHAKRABORTY** (Calcutta South) : Does it follow that a trespasser can be killed ?

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** I have not said that. I have said that I am only making a distinction between an unfortunate incident where so many have died and a railway accident. There is a positive distinction between the two things. It was not because of the fault of the railways. If they had not pulled the chain and and if they had not disconnected the hose pipe, then the train would have reached the station and nobody would have died. That is our presumption. That is what I was trying to impress upon the House...

(Interruptions)

**MR. DEPUTY-SPEAKER :** That is his presumption. That is what he has said.

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** I think I have covered all the points and I have answered to the best of my ability.

**श्री रामावतार शास्त्री (पटना) :** उपाध्यक्ष जी, रेल मंत्री का वक्तव्य लचर और पापों पर पर्दा डालने वाला है। मैं अस्वस्थ हूँ, वरना इस भीषण रेल दुर्घटना के बारे में सरकार की बखिया उधेड़ने में कोई कोर-कसर नहीं रखता। केवल कुछ प्रश्न पूछ कर ही संतोष करना चाहता हूँ।

(1) फैजाबाद के निकट की रेल दुर्घटना जिसमें दर्जनों व्यक्तियों की जानें गई व सैकड़ों घायल हुए तथा एन० एफ० रेलवे की धूलाबारी स्टेशन पर रेल के टैंकर फटने से सैकड़ों लोगों की जानें गयीं तथा घायल हुए एवं अन्य रेल दुर्घटनाओं से ऐसा लगता है कि सरकार ने यह नीति बना रखी है कि रेल यात्रियों एवं सैकड़ों हजारों नागरिकों को मौत के घाट उतारा जाए या उन्हें गाजर-मूली की तरह कटवाया जाए। तो ऐसी सरकार को शासन में बने रहने का क्या अधिकार है ? रेल मंत्री और सफेद हाथियों की पलटन रेलवे बोर्ड इस्तीफा क्यों नहीं देते ?

(2) बरेली वाराणसी पैसेंजर गाड़ी में हैड-लाइट क्यों नहीं थी और यह सिलसिला कहां से चला आ रहा था और इसे किसी ने देखा क्यों नहीं तथा स्टेशन के निकट आने पर गाड़ी ने सीटी क्यों नहीं बजाई ? क्या इन दोषों के लिए किसी अधिकारी को दंडित किया गया है ? इन्होंने कहा है कि सीटी बजी थी और लाइट भी थी, लेकिन यात्रियों और खुद रेलवे पुलिस का कहना है कि न सीटी बजी और न उस गाड़ी के अन्दर लाइट थी।

(3) मृत व्यक्तियों के परिवारों एवं घायलों की क्या मदद की गई ? क्या मृत व्यक्तियों के प्रत्येक परिवार को एक लाख रुपए की क्षतिपूर्ति दी जाएगी ?

(4) वर्तमान रेल मंत्री के काल में कुल कितनी रेल दुर्घटनायें हुई, कुल कितने यात्री मारे गए और घायल हुए, उन्हें क्या मुआवजा दिया गया तथा कितने परिवारों को एक लाख रुपए के हिसाब से मुआवजा की राशि दी गई ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : With regard to Shastriji's statement that the light was not there, I have already replied. It is for him to accept it or reject it. I have nothing to say.

With regard to giving compensation of a lakh of rupees, the position is like this. If the Commissioner of Railway Safety declares that it is a railway accident in the true sense of the term, then, everybody will be paid, that is, those who died will be paid one lakh of rupees. There is no doubt about that. But, if it is not a railway accident, obviously they do not fall in the category of getting one lakh of rupees. This is beyond my control and I cannot help that.

Now, Sir, he has put another question as to how many people died during my tenure as the Minister for Railways. That figure is not with me to-day.

MR. DEPUTY-SPEAKER : You require notice for that.

SHRI A.B.A. GHANI KHAN CHAUDHURI : I shall place it on the Table of the House—not to-day. In this Calling Attention, probably I did not expect that thing would come. I do not have the figures with me. As a Minister, I should not give a wrong figure.

MR. DEPUTY-SPEAKER : He must give the correct figure.

SHRI A.B.A. GHANI KHAN CHAUDHURI : I shall give the correct figure. I shall place that before the House. A few days ago, an accident took place in Punjab. That was also a case of sabotage. I personally went there and saw things myself. There also, the State Government was of the opinion that it was a sabotage. We have not got the report from the Commissioner

for Railway Safety on this. A few days back, you might have also read in the newspaper that in Gauhati also there was a bomb burst. A few people died as a result of that. That was also not a railway accident in the true sense of the term. It is true that the people died there. Nowadays, Sir, hardly a day passes without an accident. Why is it happening, I cannot say. But, I must inform the House that this is happening still. Shastri Ji should also know this before asking me to resign. Hardly a day passes without an attempt either on railway track or on railways of either throwing of bombs or by sabotage by removal of fish plates. Almost everyday this is happening. We are keeping our eyes open. We are trying our best—the railway people are trying their best—to see that the fish plate is not removed. However, this has become an everyday occurrence. An effort is made to remove the fish plate and the line so that there is an accident wherein some innocent passengers die. This is one unfortunate tendency which has developed amongst some people. I do not know who are those people. This is what it is. I am told by the railway department that if the driver had not put the brake, more people would have died because thousands of people are crossing the line and are running away. According to Shastri Ji there was no whistling. But, I have been told by some railway people that they were whistling. I do not know whether his information is correct or my information is correct.

MR. DEPUTY-SPEAKER : Let us wait for the Inquiry Report.

SHRI A.B.A. GHANI KHAN CHAUDHURI : Yes, Sir. I can only assure the House that let us wait for a few days more and let the inquiry be done and then, we shall be able to tell you the truth.

MR. DEPUTY-SPEAKER : The House now stands adjourned to meet again after Lunch at 2 P.M.

12.59 hrs.

*The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.*

*The Lok Sabha then reassembled after lunch at six minutes past Fourteen of the Chock.*

[MR. DEPUTY-SPEAKER in the Chair]

REPORTED DEATH OF MANY  
PERSONS AND INJURIES TO A  
LARGE NUMBER OF OTHER  
PASSENGERS IN A TRAIN  
ACCIDENT NEAR FAIZABAD

—Contd.

श्री जैनुल बशर (गाजीपुर) : उपाध्यक्ष जी, माननीय रेलवे मंत्री जी ने जो रेलवे का एक्सीडेंट हुआ, उसको इंसीडेंट कहा है।

MR. DEPUTY-SPEAKER : Accident is an incident.

श्री जैनुल बशर :

This rail incident is also an accident.

सर, वास्तविकता यह है कि इस में बहुत से आदमी मारे गये। मंत्रीजी ने तो केवल 15 आदमियों के मारे जाने का जिक्र किया है। यह उनके स्टेटमेंट में है। लेकिन कल जो हमने टी० वी० सुना था उसमें 22 आदमियों के मारे जाने की खबर थी। वे लोग रेलवे की पटरी पर, रेल गाड़ी से कुचल कर मरे। यह एक वास्तविकता है और मंत्री जी इसको मानते हैं।

अब सवाल इस बात का है कि जो रेलवे इंजिन चलते हैं उनके लिए लाईन को ब्रूलीयर रखने की जिम्मेदारी रेलवे की है या नहीं। मंत्री जी ने अपने स्टेटमेंट में यह भी बताया है कि रेल गाड़ी की लाईट जल रही थी और रास्ते में कोई मिकेनिकल खराबी हो जाने के कारण लाईट गई थी। मैं इस बात को मान लेता हूं लेकिन मेरा अपना तजुर्बा है कि मैं रात में कितनी ही गाड़ियों को आते जाते देखता हूं जिसमें 50 प्रतिशत गाड़ियों के इंजिन में लाईट नहीं होती है। रात को सफर करते हुए अक्सर मुझे रेलवे क्रासिंग पर रुकना पड़ता है। जो गाड़ियां रात को आती-जाती हैं, पैसेंजर गाड़ी हो या माल-गाड़ी हो, उनके इंजिनों में लाईट नहीं होती है। मैं समझता हूं कि

यह मेरा ही तजुर्बा नहीं है बल्कि बहुत से माननीय सदस्यों का भी यह तजुर्बा होगा। माननीय मंत्री जी को इस बात पर भी ध्यान देने की आवश्यकता है। बहुत सी पैसेंजर गाड़ियों और विशेष कर मालगाड़ियों में इंजिन में लाईट नहीं होती है। पैसेंजर गाड़ियों के तो डिब्बों में भी लाईट नहीं होती है। मैंने अपने क्षेत्र की पैसेंजर गाड़ियों के बारे में माननीय मंत्री जी से शिकायत की है लेकिन अभी तक उन पैसेंजर गाड़ियों में मुझे लाईट दिखाई नहीं दी।

इस तरह से इसकी जिम्मेदारी रेलवे पर है। दूसरी बात मैं यह कहना चाहता हूं कि वहां मेला था और मुझे जो सूचना प्राप्त हुई है, जो लोग वहां पर मौजूद थे उन्होंने बताया है कि रेल गाड़ी चैन पुलिंग के कारण नहीं रुकी थी। हो सकता है डिपार्टमेंट ने जो खबर दी है वह बाद में गढ़ी गई हो। मेरी सूचना के मुताबिक और जो मैं सही समझता हूं वह यह है कि रेलगाड़ी सिगनल न मिलने के कारण आउटर पर रुकी थी। सिगनल स्टेशन से काफी दूर होता है। स्टेशन से थोड़ी दूरी पर तो पैसेंजर्स गाड़ी रोक सकते हैं पर रात के समय सिगनल आउटर पर कोई गाड़ी चैन पुलिंग के द्वारा रोकेगा। यह बात समझ में नहीं आती और यह वास्तविकता नहीं है। वहां पर गाड़ी सिगनल न होने के कारण रुकी थी और उसमें से पैसेंजर उतर गए। कुछ टिकट वाले थे कुछ बिना टिकट भी हो सकते हैं, मैं इस बात को नहीं कह सकता। एक गाड़ी दूसरे रास्ते से आ रही थी— वाराणसी पैसेंजर जो लाईट न होने के कारण रात के समय दिखाई न दी। मेरी सूचना के अनुसार विसिल भी नहीं दी गई। अगर विसिल दी गई होती तो कोई न कोई तो उसको सुनता और दूसरे लोगों को सावधान कर देता। सब आदमी बहरे तो नहीं थे, एक-दो हो सकते हैं। इसलिए अगर विसिल दी गई होती तो वे लोग सोचते कि यह विसिल कहाँ से आ रही है और एंजिन की आवाज कहाँ से आ रही है।

तो मैं यह समझता हूं कि माननीय मंत्री जी को रेलवे विभाग से जो सूचना आती है वह सही

नहीं होती। इसमें मंत्री जी का दोष नहीं है। वहां के रेलवे अधिकारियों ने जो सूचना मंत्री जी को दी है वह ठीक नहीं है।

मंत्री महोदय ने रेलवे सेफ्टी कमिशन की इन्क्वायरी शुरू करवा दी है। रिपोर्ट आने का हम सब लोगों को इंतजार करना चाहिए लेकिन भविष्य में इस बात की जरूर कोशिश होनी चाहिए कि जितने भी एंजिन हों उनकी हैडलाइट ठीक हो, उनमें रोशनी हो।

चैन पुलिंग भी एक बीमारी बन गई है और मंत्री जी तही कहते हैं कि अधिकतर स्टेशनों पर आजकल रेल गाड़ियों को चैन-पुलिंग के जरिए रोका जाता है। लेकिन इस बीमारी को दूर करने की जिम्मेदारी किसकी है। इस बीमारी को दूर करने की जिम्मेदारी रेल विभाग की है और अभी तक मेरी सूचना के अनुसार और जो हम देखते हैं कि इसको दूर करने के लिए कोई प्रभावकारी कदम नहीं उठाए जा रहे हैं। इस बीमारी को दूर किया जाए। यह बीमारी बराबर बढ़ती जा रही है। जहां पर यह बीमारी नहीं थी वहां भी जा रही है और जगह-जगह रेलवे स्टेशन पर चैन पुलिंग के द्वारा रेलगाड़ियां लेट हो रही हैं जिससे पैसेंजर्स को तकलीफ होती है, परेशानी होती है। इसलिए माननीय मंत्री महोदय ने जहां बहुत सारे सुधार रेलवे विभाग में किए हैं, इंसीडेंट नहीं हो रहे हैं एक्सीडेंट हो रहे हैं। और भी बहुत से सुधार किए हैं जैसे गाड़ियों का समय पर चलना और तेज रफ्तार गाड़ियों का चालू करना, ये काफी अच्छे सुधार रेलवे में कर रहे हैं। इस पर भी विशेष ध्यान दें ताकि चैन पुलिंग की बीमारी दूर हो सके।

एक बात और कहना चाहता हूं कि रेल मंत्रालय एक्सप्रेस, फास्ट और सुपर फास्ट रेलगाड़ियों पर जितना ध्यान दे रहा है उतना पैसेंजर गाड़ियों पर नहीं दे रहा जबकि स्थानीय तौर पर ये गाड़ियां सबसे अधिक सवारियां ढोती हैं। सबसे ज्यादा लोग पैसेंजर गाड़ियों पर सफर करते हैं। लेकिन इन रेल गाड़ियों में पैसेंजर

एग्जिनेट्रीज को बिल्कुल नजरंदाज किया जाता है। उनमें शौचालय ठीक नहीं होते हैं, लाइटिंग की व्यवस्था नहीं होती है, पानी नहीं होता है, सीटें टूटी होती हैं। कम्पार्टमेंट गंदे होते हैं, सफाई भी नहीं होती है। उनकी तरफ बिल्कुल ध्यान नहीं दिया जाता है। मंत्री महोदय रेलों में सुधार करने का प्रयत्न तो कर रहे हैं लेकिन मेरा एक सुझाव है कि अचानक वह दो चार पैसेंजर गाड़ियों की चैकिंग करे, स्वयं जाकर उनको देखें तों उनको खुद पता चल जाएगा कि उनकी हालत क्या है। दुर्भाग्यवश आजकल जो बी० आई० पीज हैं, हम एम० पीज० भी उसमें आते हैं, वे पैसेंजर गाड़ियों से यात्रा नहीं करते हैं, सुपर फास्ट और फास्ट गाड़ियों से आते जाते हैं। इसलिए भी पैसेंजर गाड़ियों की तरफ ध्यान नहीं दिया जाता है।

**श्री राम विलास पासवान (हाजीपुर) :** प्लेन से आते जाते हैं, उनसे भी नहीं।

**श्री जैनुल बशर :** गाड़ियों से जो जाते हैं वे भी पैसेंजर गाड़ियों से नहीं।

मेरा सुझाव है कि मंत्री जी इन गाड़ियों की तरफ ध्यान दें और अचानक दो चार पैसेंजर गाड़ियों की चैकिंग कर लें तो इसका अच्छा प्रभाव पड़ेगा (इंटरप्शन) मैं पैसेंजर गाड़ियों पर चलता हूं। हमारे यहां फास्ट या सुपर फास्ट ट्रेन नहीं जाती हैं और जो जाती भी हैं वे रुकती नहीं हैं।

हौज पाइप की सेफ्टी कमिशनर इन्क्वायरी कर रहे हैं। लेकिन इंजन में हैड लाइट नहीं थी, चैन पुलिंग के जरिये गाड़ी रोक दी गई या अपने आप रुकी, इन सब बातों की क्या कोई उच्च स्तरीय जांच मंत्रालय की तरफ से कराई जाएगी और भविष्य में पैसेंजर गाड़ियों की देखभाल के लिए क्या कोई प्रभावकारी कदम उठाए जाएंगे?

**SHRI A.B.A. GHANI KHAN CHAUDHURI :** Mr. Deputy-Speaker, Sir, I would only be repeating what I have stated earlier. I can only assure the hon. Member that if his contention is correct, I will look into the matter. He gave a shocking figure

that 40% of engines of passenger trains run without head light. He said that about goods train also. I can only assure the House that not a single train will run without head light from now onwards. But we should not forget one basic fact that if all of a sudden the light goes out of order, that has to be tolerated for the time being. But if the percentage of this failure is 40%, as the hon. Member said, it is really something alarming.

(Interruptions)

श्री राम विलास पासवान : कितने आदमी मरेंगे तो मंत्री बदलेगा ?

MR. DEPUTY-SPEAKER : You must give notice first.

SHRI A.B.A. GHANI KHAN CHAUDHURI : Further, the hon. Member himself has stated that we should wait for the report of the Inquiry Commission. As soon as the report comes, we will know whether it was due to chain pulling, cutting of the hose pipe etc. What we are saying now is just a guess work, and any Member can contradict me, because we cannot say the correct position. I am only telling you from the report which the Railway Department has given me. I cannot vouchsafe whether the engine gave whistles or not.

There is one correction that I would like to make. When I was replying earlier, I said that I have got a report from the Bihar Government. In fact, the Bihar Government report has not reached me, it is only the report of the Railways that has reached me about Dhulabari.

श्री मनोहर लाल सैनी (कुश्नौर) : पिछले चार सालों में रेल एक्सीडेंट बढ़े हैं और रेल सेवाओं का स्तर गिरता गया है। उस तरफ रेल मंत्री जी का कोई ध्यान नहीं है। उन्होंने कह दिया है कि यह एक इन्सीडेंट था। आदमी उनकी स्टेटमेंट के हिसाब से बीस मरे हैं।

कानपुर के "दैनिक जागरण" ने भी लिखा है

कि 60 आदमी मरे हैं और बहुत सारी लाशें नाले में डाल दी गई हैं। यह भी आया है कि कुछ लोगों की जान बच सकती थी अगर उनको तुरन्त चिकित्सा सुविधाएं दी जातीं। लेकिन इस तरफ कोई ध्यान नहीं दिया गया।

मैं मंत्री जी का ध्यान आज के "स्टेट्समैन" में छपी खबर की ओर खींचना चाहता हूं। इसमें 3, 4 पैरा हैं जो अभी नहीं पढ़ूंगा। यह कहना कि हौज पाइप काट दिया गया, या चैन पुलिंग हुई यह गलत है। रिपोर्ट आयी है कि आउटर सिग्नल पर कई-कई घंटे गाड़ियां खड़ी रहती हैं। ऐसा वहां के रहने वाले लोग कहते हैं और पैसेंजर्स ने भी कहा है कि ऐसा वहां रोजाना होता है। यह ट्रेन भी 2 घंटे खड़ी रही, ऐसा कई आई विटनेसेज ने कहा है। यह कहना कि लाइट नहीं थी, उन्होंने कहा है कि लखनऊ से ही जब यह गाड़ी चली थी तो उसमें लाइन नहीं थी, गाड़ी के डिब्बों में भी लाइट नहीं थी। मंत्री जी ने शायद इसकी तरफ ध्यान नहीं दिया और कहा कि यह तो इन्सीडेंट है, एक्सीडेंट नहीं है। इससे बड़ी दुर्भाग्य की बात क्या हो सकती है। मगरमच्छ के आंसू बहा रहे हैं। 60 लोग मारे जाते हैं, सैकड़ों घायल होते हैं फिर भी मंत्री जी कहते हैं कि यह एक्सीडेंट नहीं है।

मंत्री जी के स्टेटमेंट में आया है कि यह पिल-ग्रिमेज छोटे स्केल पर था इसलिए एक्स्ट्रा गाड़ियों की जरूरत नहीं थी। "दैनिक जागरण" और रेलवे अफसरों ने माना है कि ट्रेन खचाखच भरी थी और ट्रेन के ऊपर भी यात्री बैठे हुए थे। तो यह कहना कि एक्स्ट्रा ट्रेन की जरूरत नहीं है यह स्टेटमेंट मंत्री जी का गलत और दुर्भाग्यपूर्ण है। माननीय जैनुल बशर ने ठीक ही कहा है कि पैसेंजर ट्रेन्स की तरफ मंत्री जी और रेल विभाग का ध्यान नहीं जाता है, क्योंकि यह तो हवाई जहाज में सफर करते हैं। कहीं लाइट नहीं होती तो कहीं पानी नहीं होता, सीट्स अच्छी नहीं हैं, कोई ध्यान नहीं दिया जाता है। मंत्री जी का आउटराइट यह कहना कि उनको मुआवजा नहीं मिलेगा। यह रेलवे अथॉरिटीज के हाथ में एक पौइण्ट जाता है यह कहकर कि वह बिना टिकट थे और बिना टिकट

यात्रा करने के कारण ही वह लोग भाग रहे थे और इसलिये मारे गये। ऐसा कहना मंत्री जी का दुर्भाग्यपूर्ण है। ऐसा उनको वाक्यादा जांच के बाद कहना चाहिये।

न्यूज पेपर्स का कहना है कि यह रेलवे की गलती से ऐक्सीडेंट हुआ है। ट्रेन की सीटी नहीं बजी। माननीय राम लाल राही भी मौके पर हो कर आये हैं। यह दुर्घटना लापरवाही की वजह से हुई है। कुछ लोगों ने जुडिशियल इनक्वायरी की मांग की है। मुझे आशा है कि मंत्री जी इन तमाम वाक्यात पर जुडिशियल इनक्वायरी करायेंगे और साथ ही इसको इंवीडेंट न मानकर ऐक्सीडेंट मानेंगे। 60 से ऊपर लोग मरे हैं और बहुतों को लापता कर दिया गया है, जो लोग घायल हैं, उन सबको मुआवजा दिलाएंगे ऐसा मंत्री जी हाउस को ऐश्योर करेंगे।

श्री राम लाल राही : (मिसरिख)

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : I am not permitting you. Don't record what he says. Let him get a reply in writing.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : Please don't record it. Now Mr. Minister you can rise.

(Interruptions)

MR. DEPUTY-SPEAKER : The Minister need not reply to this. He should reply only to Mr. M.L. Saini. What the other Member said, has not gone on record. So, the Minister should not reply, and he need not reply.

(Interruptions)

MR. DEPUTY-SPEAKER : Please help me. If everybody does not like this,

how can we function ? You can put it in writing and get a reply.

(Interruptions)

MR. DEPUTY-SPEAKER : Don't record anything that he says. (Interruptions) The other hon. Member has also not been recorded. Nothing has gone on record. (Interruptions) Why do you get up ? Why do you worry ?

Mr. Minister, please reply to Mr. Saini.

SHRI A.B.A. GHANI KHAN CHAUDHURI : The same thing has been repeated now also. I only said that if the Commissioner of Railway Safety told us that it was a railway accident, Railways would pay according to what the law of compensation said, i.e. according to law. But if it is not a railway accident, in that case, obviously Railway cannot pay. This I have said, and I am repeating it.

According to our report if some newspapers has published some news, I do not know it, and I do not want to contradict it or support that newspaper. According to us, 20 people died and there were 11 injured, of whom ten were grievously injured and one gentleman had simple injuries. That is our account. If some newspaper has published some news, I am not aware of it. I do not know ; I cannot vouch for it.

SHRI ANANDA PATHAK (Darjeeling) : A highly tragic and unfortunate accident has taken place. From the statement and the subsequent discussion, I find that Government has tried to shield the failure of the authorities. We know that when such accidents occur, the authorities deny them, and try to shield the people concerned. On the contrary, I find that the Minister has blamed the passengers and employees.

I think the figures given in the statement also are not correct. I find that distorted figures have been given. The Minister has tried to suppress the figures. He has given fictitious figures. I feel that many persons have died, and many were injured.



We cannot understand the attitude of the Minister. According to me, the main reason for the accident is the callousness of the authorities, as no proper checking was done before the train left Lucknow. The driver of the engine has stated that there was no headlight, and the lights in the entire train were not working. But the authorities have presented a different story, i.e. of everything being in order. There is a contradiction between the actual figures, and the figures given to the House and the hon. Members.

Few days back, similar accident took place in Dhulabari which we have already discussed here. It was stated in this House that investigation is going on but what is the outcome of the investigation, that has not been known. Who was the person at fault behind that accident, that has not been told. I think, everybody remembers that when there was a major accident some years back, when Shri Lal Bahadur Shastri was the Railway Minister, he was bold enough to take upon himself the responsibility of that accident and he resigned from the Ministership. But here, the Minister has not even accepted the failure of the administration. If such things continue, then how the working of the Railways and the safety of the passengers could be ensured? Therefore, I would like to know whether the Government will hold a high-power judicial enquiry to go into the whole incident and whether adequate compensation would be paid to the victims and whether the Government would give a categorical assurance to the House that in future no such accident will take place? I am surprised to hear the new concept of the accident. Therefore, I would like to know from the hon. Minister as to what is the extent of this accident according to the Railway terminology. Last of all, I would request the hon. Minister to lay on the Table of the House, a list of the railway accidents that took place since he assumed the portfolio of the Railway Minister.

**SHRI A.B.A. GHANI KHAN CHAUDHURI** : I have already replied to all the points.

14.33 hrs.

## RESIGNATION OF MEMBER

**MR. DEPUTY-SPEAKER** : I have to inform the House that the Speaker has received a letter from Shri Virbhadra Singh, an elected member of this House from Mandi constituency of Himachal Pradesh resigning his seat in Lok Sabha. The Speaker has accepted his resignation with effect from 17 October, 1983.

**MR. DEPUTY-SPEAKER** : Now statement by the Minister.

**SHRI ATAL BIHARI VAJPAYEE** (New Delhi) : Before you call upon the Minister to make the statement, I want to make a small submission. The statement should be comprehensive covering not only the import of tallow but also its adulteration. Last time he unnecessarily indulged into party politics. I hope, he will be more objective this time...

(Interruptions)

**SHRI RAM VILAS PASWAN** (Hajipur) : Sir, why cannot you have full discussion? Instead of making a statement, why don't you have a full discussion?

**MR. DEPUTY-SPEAKER** : You give notice for that...

(Interruptions)

**MR. DEPUTY-SPEAKER** : Now statement by Minister.

14.34 hrs.

## STATEMENT RE : IMPORT OF ANIMAL TALLOW

**THE MINISTER OF COMMERCE AND OF THE DEPARTMENT OF SUPPLY (SHRI VISHWANATH PRATAP SINGH)** : With your permission, Sir, I wish to make