

MR. CHAIRMAN: I do not know what will happen. Anyway, the Minister of Parliamentary Affairs is saying something. Please hear him.

SHRI RAVINDRA VARMA: At the end of the Half-an-Hour Discussion, we can take this up for one hour. It is my motion.

MR. CHAIRMAN: The Minister of Parliamentary Affairs says that after 7 p.m. i.e. after the Half-an-Hour Discussion, there can be an one-hour discussion on this. Mr. Unnikrishnan, there should be some *via media*. We can now take up Mrs. Parvathi Krishnan's Motion.

• SHRI SAUGATA ROY: Agreed.

† SHRI RAVINDRA VARMA: Put it to vote otherwise.

MR. CHAIRMAN: The Minister of Parliamentary Affairs has now moved that this Motion should be taken up again at 7 o'clock for one hour. Is it the pleasure of the House to agree to this.

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Now we take up Mrs. Parvathi Krishnan's Motion. Mr. Yuvraj, He is not here. Mr. Kanwar-Lal Gupta.

16.31 hrs.

**MOTION RE SERIOUS TRAIN ACCIDENTS OF SARAI GOPAL FLAG STATION LEVEL CROSSING AND NAINI STATION—contd.**

MR. CHAIRMAN: We will now take up further consideration of the following motion moved by Shrimati Parvathi Krishnan on the 23rd November, 1977.—

"That this House do consider the statement made by the Minister of Railways in the House on the 14th November, 1977 regarding two serious train accident on the Northern Railway i.e., level crossing accident at Sarai Gopal Flag station on the 28th August, 1977 and collision between 103 Up Howrah-Amritsar De-

lux Express and Up CPC Special Goods train at Naini station on the 10th October, 1977."

श्री कंबर ज्ञानगुप्त : (दिल्ली सदर) : सभापति महोदय, रेलवे ऐक्सीडेंट्स के बारे में मिसेज पार्वती कृष्णन ने जो मोशन रखा है और इस सदन का ध्यान एक बड़ी समस्या की ओर दिलाया है. मैं समझता हूँ कि आज भी माननीय मंत्री महोदय ने जो धाकड़े सदन के सामने रखे. जिसमें उन्होंने बताया कि बैफ्ट और डकॉयटी पिछले साल 222 हुई थीं और अभी तक डकॉयटी 228 हुई और इसी तरह से धाकड़े बताये कि 9.10 लाख रुपये का सामान भी चोरी हो गया। इसी तरह से ऐक्सीडेंट्स की संख्या भी उन्होंने दी है कि 1977-78 में 866 ऐक्सीडेंट्स हुए जिसमें 300 लोग मारे गये और 744 लोग जखमी हो गये।

1978-79 के तीन महीनों में 259 ऐक्सीडेंट्स हुए हैं, जिन में 94 लोग मारे गये हैं और 278 जखम हुए हैं। अब तक जो स्थिति हमारे सामने है. उसको देखते हुये घर में यह कहूँ कि रेलवे में कोई बहुत सच्चा-बोधा सुधार हो गया है, या ऐक्सीडेंट्स कम हो गये हैं. या रेलवे में ट्रेक्लिंग की सेफ्टी बढ़ गई है, तो यह ठीक नहीं होगा। मैं समझता हूँ कि पिछले पंद्रह महीनों में, जब से श्री मधु बंडवले रेलवे मंत्री बने हैं—वह मेरे बड़े अच्छे मित्र हैं वह प्रयास भी बहुत करते हैं—जितना सुधार होना चाहिए था, उतना दिखाई नहीं देता है। ऐक्सीडेंट्स और सेफ्टी के बारे में स्थिति प्रायः बही है, जो पहले थी। मंत्री महोदय ने बताया है कि रेलवे का स्टाफ़ उसके लिए ज्यादा बोधी है। ह्यूमैन एलिमेंट पर डिपेंडेंस को कम करने के बारे में उन्होंने कहा है :—

"In order to reduce dependence on human elements various sophisticated aids like ultra-sonic detectors or wheel axles and rail track circuiting axles and automatic warning

[श्री कब्र लाल गुप्त]

system are being introduced progressively. It has been decided to complete track circuiting on run through lines on all the stations and trunk routes by 1981. In addition, track circuiting of 100 vulnerable stations will be completed by 13th September, 1979."

उन्होंने 1979 तक की कहानी बताई और इसके प्रतिरिक्त उन्होंने यह भी कहा :

"The number of accidents at level crossing has marginally increased to 1957 during 1976-77 and 1977-78."

हमारे देश में मीड लेबल कासिज का नम्बर 14,060 है। जहाँ पर इलैक्ट्रिटीयटी से मैनिज नहीं होता है, जहाँ पर आदमी मैन करते हैं, मैं समझता हूँ कि वहाँ पर ऐक्सिडेंट ज्यादा होते हैं। सरकार को एक फे ड प्रोग्राम बनाना चाहिए और एक डेडलाइन तय करनी चाहिए कि आदमियों के जरिये जितना मैनिज होता है, जिस की बजट से कभी कोई आदमी सो जाता है और बस, तांगे या रेल्वे के साथ टक्कर हो जाती है, चार या पांच साल में उसको छुट्ट कर दिया जायेगा। मैं समझता हूँ कि इस बारे में सख्ती से कदम उठाना चाहिए ?

जब किमी ऐक्सिडेंट में लोग मरने हैं तो मंत्री महोदय यह घोषणा करने हैं कि जो लोग मर गये हैं, उनके परिवारों को दो हज़ार रुपये दिये जायेंगे। मैं यह जानना चाहता हूँ कि प्राज कम्पलसरी इनशोरेंस का जो एमाउंट है, वह कितने सालों से चला आ रहा है और क्या सरकार उस एमाउंट को बढ़ायेंगी। यह एमाउंट कई साल पहले तय किया गया था और अब उसको बढ़ाया जाना चाहिए। जितनी मात्रा में रुपये की कीमत कम हुई है, उसी मात्रा में उम एमाउंट को बढ़ाना चाहिए, ताकि अगर किसी आदमी की ऐक्सिडेंट में मृत्यु हो जानी

है, तो उसके परिवार को मुनासिब एमाउंट मिल सके।

दूसरा मेरा मुझाब यह है कि ये जो धनमन्ड लेबल कासिज हैं इनकी संख्या कम करनी चाहिए। हर साल के लिए, प्राप एक फेज प्रोग्राम बनाइए जिसमें ये धनमन्ड लेबल कासिज बराबर कम होये जायें और आखिर में पांच साल में एक भी धनमन्ड लेबल कासिज न रहे जाय।

मेरा भी देखने में आया है कि जो स्टाफ है, ड्राइवर है या दूसरे स्टाफ के लोग हैं उनकी मुविधाओं का ध्यान होने के कारण भी कई बार ऐक्सिडेंट हो जाते हैं। यह भी कई बार कहा गया है कि उनसे ज्यादा समय तक काम लेने में और ज्यादा देर काम करवाने से बच जाने हैं और परिणाम यह होता है कि ऐक्सिडेंट हो जाते हैं। तो मैं यह चाहूंगा, प्राप तो ट्रेड यूनियन लीडर रहे हैं, प्राप को इस चीज के बारे में ज्यादा ज्ञान है, मुझे तो ज्यादा इसका ज्ञान नहीं है, लेकिन जो कानून है उस कानून के बारे में किमी भी व्यक्ति को इसमें इस्तेमाल नहीं किया जाना चाहिए और प्रोबल टाइम के लिए भी नहीं कहना चाहिए। कई बार रीम के तालाब में वे प्रोबल टाइम करते लग जाते हैं और ऐक्सिडेंट हो जाते हैं जिसके परिणामस्वरूप उसको भी नुकसान होता है, रेलवे को भी नुकसान होता है और जो व्यक्ति उसमें बैठे होते हैं उनको भी नुकसान होता है। प्राप को याद होगा कि रेलवे के ऐक्सिडेंट के अन्दर हमारे देश के बहुत बड़े बड़े लोगों की मृत्यु हुई है। बीन बवाल उपाध्याय उन में से एक हैं और राज्य सभा के सदस्य तथा जो पहले इसी लोकसभा के सदस्य थे, श्री प्रकाशवीर शास्त्री, उनका भी निधन इसी तरह से रेलवे ऐक्सिडेंट से हुआ है।

यह मुझे खुशी है कि इस साल अभी कुछ महीने से आहिस्ता आहिस्ता वह ऐक्सिडेंट कुछ कम होते जाते हैं। पहले बहुत तेजी के साथ पिछले साल ऐक्सिडेंट हो रहे थे और मैं

समझता हूँ कि उन ऐक्सिडेंट्स के अन्दर कुछ पोलिटिकल मोटिवेशन भी था, एक एलीमेंट था इस देश में जो सैबोटेज कर रहा था। वह चाहता था कि इस तरह से सैबोटेज करके जनता पार्टी और जनता सरकार की बदनाम किया जाय। लेकिन जब मैं घ्राप ने मजबूती से कदम उठाया है और काफी लोगों को ट्रेक पर बाध करने के लिए रखा है, मेरे ख्याल में कोई 25 हजार लोग मगाए हैं, उस के बाद से यह चीज प्राहिस्ता प्राहिस्ता एक गई है और वह लोग जो सैबोटेज कर रहे थे अब उस में सफल नहीं हो रहे हैं। घ्राप ने देखा कि कई बार फिज प्लेट पड़ी हुई हैं कई बार पत्थर रखे हुए हैं। तो वह जानबूझ कर के प्लान्ट कार्मिपरेसी की जस्ट टु मैलाइन दि जनता पार्टी गवर्नमेंट और जब मन्त्री ने घ्राप ने कार्यवाही की तब से रेन्वे ऐक्सिडेंट काफी कम हो गए। मैं घ्राप को इस लिए बधाई देना चाहता हूँ। लेकिन धर्म भी इन्फुलमेंट की गुंजाइश है। मैं मंत्री महोदय से कहूँगा कि जितना रेन्वे स्टाफ है उस में धर्मो भी एक मेकन है जो डिस्सेटिस्काइट है और उन की प्राबलम्प है। घ्राप जैसे व्यक्ति जब रेन्वे मंत्री है तो स्टाफ लोगों में डिस्सेटिस्केशन नहीं होता चाहिए। मुझे किसी एक व्यक्ति ने बताया कि ये जो सैबोटेज होते थे या ऐक्सिडेंट होते हैं इस में कुछ नेपिलजेंस रेलवे स्टाफ की भी होती है। तो अगर उन के मन में डिस्सेटिस्केशन होगा तो वह काम ठीक प्रकार में नहीं कर सकते। इसलिए उस को भी दूर करने का घ्राप प्रबन्ध कीजिए।

**श्री बीनेल म्हाडाचार्य (सीरमपुर) :**  
उन को बोनस दीजिए।

**श्री कंधर लाल गुप्त :** बोनस का तो मामला बड़ा है। मैं नहीं जानता कि उस में क्या करना है क्या नहीं करना है। लेकिन वह मैं अकर जानता हूँ कि जो स्टाफ है उन को बुकिघाएँ पूरे तरह घ्राप को देनी चाहिए और उस की देखना चाहिए।

एक चीज मैं यह कहूँगा कि कई जगह पर बहुत ट्रैफिक है रेलवे कासिंग के ऊपर और कई जगह इतना ट्रैफिक बड़ा जैम हो जाता है कि कुछ कहा नहीं जा सकता। उस संबंध में घ्राप कहां पर धोवर ब्रिज बनाते हैं, इस का कोई यार्डेंस्टक है या नहीं यह मुझे मालूम नहीं।

ऐसा तो है कि 50 परसेंट घ्राप देते हैं और 50 परसेंट स्टेट गवर्नमेंट देती है लेकिन मान लीजिए कहीं पर स्टेट गवर्नमेंट नहीं देती है और घ्राप समझते हैं कि वहां पर ज्यादा एक्सीडेंट्स हो सकते हैं तो मैं जाहूँगा या तो घ्राप स्टेट गवर्नमेंट को एग्नी करवाये या अगर घ्राप एग्नी नहीं करवा सकते तो घ्राप को स्वयं वहां पर धोवर ब्रिज बनाना चाहिए।

एक चीज और कह कर मैं समाप्त करूँगा। रेलवे लाइन के साथ साथ यहाँ दिल्ली में भी बहुत सारी भूमियाँ हैं। मैं 15 महीने से लिख रहा हूँ, इधर रेल मंत्री को लिखता हूँ और उधर धावास मंत्री को लिखता हूँ। यहाँ पर दोनों मंत्री बँडे हैं, उन के बीच में केवल दो मीटर का फासला है, लेकिन यह दो मीटर का फासला मैं 15 महीने में भी तय नहीं कर पाया।

**रेल मंत्री (श्री० मधु बच्चवते) :** बहुत से एम० पी० यह भी लिखते हैं कि इन को मत हटाइये।

**श्री कंधर लाल गुप्त :** उन को हटाने का सवाल नहीं है, बल्कि उन को बसाने का सवाल है। मैंने तो बसाने की बात कही है। मेरी कांस्टीचूएन्सी में करीब 5-6 सौ भूमियाँ हैं, जो लाइन के बराबर हैं। हर दो महीने में एक-आध बच्चा वहाँ पर एक्सीडेंट में मर जाता है। अगर घ्राप को लिखता हूँ तो घ्राप कहते हैं कि धावास मंत्री देखेंगे और धावास मंत्री का लिखता हूँ तो वे कहते हैं कि रेलवे की जमीन है, वे हम से बात करेंगे, तभी कुछ होगा। भगवान की दया

[श्री कंचर माल गुप्त]

से यहाँ इस समय दोनों बैठे हैं—क्या यह दो गज का फासला दूर नहीं हो सकता है। इस तरह की जो चीजें हैं—मैं समझता हूँ दोनों सदियों को मिनिस्ट्रीयल लेवल पर तय करनी चाहिये। जो यह 15-15 महीने लग रहे हैं—मैं समझता हूँ—बनता पार्टी की फंक्शनिंग और कांग्रेस की फंक्शनिंग में कोई अन्तर नहीं है। दम्बड़ते जैसा संजी हो और इतनी रेडटेपिंगम हों, यह बात समझ में नहीं आती। मैं चाहता हूँ—आप इस के बारे में विचार करें।

मैंने जो दो-तीन सुझाव दिये हैं—उन को आप देखें। साथ ही मैं बघाई देना चाहता हूँ कि पहले साल में तो बड़ा भयंकर रूप हमारे सामने आया था, लेकिन इस साल आप ने मेहनत कर के, कोशिश कर के, एक्सीडेंट्स को कम किया है। इस के साथ-साथ मैं यह भी कहना चाहूँगा कि रेलवे के अन्दर जो एपरेटस हैं, वे कई जगह पर पुराने लगे हुए हैं। मिगनलिंग और तारें इतनी पुरानी हैं, कई लोगों से मैंने पूछा—वे भी यही कहते हैं कि ये घाउट-डेटेड और घाउट-मोडेड हो गई हैं। दूसरे देशों में नये-नये आक्चर हुए हैं और नये-नये इंस्ट्रुमेंट्स बने हैं। मंत्री महोदय उस की तरफ भी ध्यान दे और देखें कि उन का यहाँ कहीं तक इस्तेमाल हो सकता है, नाकि एक्सीडेंट्स कम से कम हों।

इन शब्दों के साथ मैं मंत्री जी को फिर बघाई देता हूँ कि वे इस बात का प्रयास कर रहे हैं कि हमारे देश में कम से कम एक्सीडेंट्स हों।

**PROF. P. G. MAVALANKAR** (Gandhinagar): Sir, I feel, happy in one sense that this motion for further consideration has at long last come before this House. Like the railway dislocation, unfortunately this particular discussion also has been dislocated and derailed. But none the-

less, it has come today and we are grateful for it. I am very happy that my esteemed colleague, Shrimati Parvati Krishnan, not only brought this motion but pursued this matter again and again and impressed upon the Business Advisory Committee to find time for it. I congratulate the Government, the Minister of Railways and the Minister of Parliamentary Affairs for finding time to go into this matter. I say this because I do not want the country to get an impression from the proceedings of Parliament that Parliament is interested only in mud-slinging and washing dirty linen in public. We want the country to know that Parliament is interested in the safety, comfort and security of the passengers and in the overall improvement of railway administration. Therefore, I am very glad that we have got some time to discuss this matter today. Unfortunately, it is difficult for most of us to divert our attention from corruption to accidents.

But it is more unfortunate that not many of us are interested...

**PROF. MADHU DANDAVATE:**  
From corruption to eruption.

**PROF. P. G. MAVALANKAR:** And the very fact that many of us are not interested in this debate is also evident by the interest shown by my hon. friends in this debate. But the fact remains that we must take some of the limited time of this Parliament after all—maximum possible resources are spent on it—to discuss these basic problems.

; Mr. Chairman, let me first start with a word or two by way of pleasantries, which I mean seriously and sincerely. I do not think we could have expected a more efficient and a more Conscientious Minister than my dear friend, Prof. Madhu Dandavate who has been doing an excellent job in managing the railways. Sir, he is energetic, he is intelligent, is imaginative and I would like to say that

he also spends time to see how two things can happen. One is to improve the railway administration. It is a very tall order, no one of us, let me say, can do it overnight. It is a tall order to improve upon it, but at least he is sincerely at it. And, secondly, what is more important from my point of view is that he is also sincerely trying to release the administration of the Indian railways from the bureaucratic bondage of the Railway Board and many other seasoned officials. It is a great thing and therefore, it is good. One more reason why I want to congratulate him is that no Minister of the Railways until this Government came and my friend became the Minister, has taken into account the comforts and security and conveniences of Second class passengers, millions of them who travel every day and give such large ever revenues to the government. Unfortunately so far the experience has been that those who give large revenues to the government are given minimum comforts and those who give limited revenue get more facilities. I am glad, his socialist leanings have at least helped them to create, if not a classless society, at least classless trains, which is good.

Mr. Chairman, having said that, may I say that I am of course sympathetic to him, but somewhat grieved at the fact that during his minister-ship this country of ours should have witnessed and experienced so many railway accidents, major and minor? They are of serious nature. I do not blame him directly for anything that has happened. No Minister, particularly the Railway Minister, can be directly considered as responsible for what happens. Of course, Ministers are technically responsible for everything that happens. That responsibility, I am sure, the Minister shares and holds, but the point is that it is a fact that during the last 16 months or more of the Janata Government's coming into power, I find that the railway accidents of major or minor nature have been occurring in some way or the other although, thank God,

for the last few weeks we are not having anything by way of railway accidents.

AN HON. MEMBER: We must keep the fingers crossed.

PROF. P. G. MAVALANKAR: Of course, I keep my fingers crossed and I hope and pray that this good state of affairs will continue. But the hon. Members of Parliament including myself cannot do much by merely expressing hopes and making prayers and keeping our fingers crossed, however sacred and good our fingers may be. We have to take concrete steps in this direction.

Mr. Chairman, let me tell you what the position is. The Minister of Railways, my friend Prof. Dandavate in his statement of November 14, 1977, has given some figures pertaining to the accidents. The House may perhaps, try to recollect this because it is a long time and the House may have forgotten some of the major facts. In those two serious accidents, according to him, as many as 18 plus 57 people were killed on the Northern Railway section. I hope I am right in quoting these figures. He gave these figures in his statement of 14th November 1977. Both the accidents occurred on the Northern Railway. In the accident that took place at Sarai Gopal Bag station, 18 people were killed and 3 were grievously injured. In the accident at Naini, 57 were killed and as many as 47 were grievously injured. I do not know since then how many of the grievously injured have been dead. I am glad to see from the Minister's face and nodding that no one of the grievously injured are dead. Let us be thankful to the Almighty for that. But, suppose, any one of them is permanently incapacitated for any reason? What about him? I would like the Railway Minister to go into this problem. It is no use saying that you are giving ex gratia payment to the families of the deceased. You should also look into the question of the injured passengers who, for some reason, may have been incapacitated

[Prof. P. G. Mavalankar]

for life and are unable to get any employment. I think some kind of compensation must be given to them as well. Just as in the case of factory workers and other workers you have this provision that if they are permanently incapacitated by their losing a limb or hand or some other part of the body and they cannot work for the rest of their lives they are given some compensation, similarly, the Railway Ministry must also provide for that kind of situation.

If you see these two railway accidents, of which he has mentioned in his statement—many other accidents also have taken place later—I say this with a heavy heart and with a deep sense of sorrow, and in fact I share his heavy sense of sorrow and I know he is sincere about it, but he should not merely stop by being regretful and sorrowful; he has to translate his sorrow into concrete action so that he need not have any further sorrow in this regard.

The Minister has himself stated in his 14th November statement on the causes of the accident that there has been some kind of failure on the part of the railway staff. That was the finding of the Inspector of Lucknow, I believe. That means that not all accidents are unavoidable and some are due to human failure, apart from error of judgment also.

There are accidents and some are described as major and some as minor. Here, let me make this point also clear. Although I use these terms in a comparative sense, let me make this point very clear. Though these accidents are described as major or minor, suppose my own kith and kin are involved in one of the accidents where only, say, two persons have died. You may say that it is a minor accident, but to me it is a major accident even though only two persons have died. So, it is not a question of major or minor when

loss of human life is there. Therefore, let us not minimise the accidents from that point of view and say that a particular accident is less serious because a lesser number of people have died. Are we to say that because more people died, so it is a major accident and if less people died, it is a minor accident? If our own kith and kin are involved, even if it is described by others as a minor accident, it becomes a major accident for us, because our own people are involved. Therefore, I hope he will not take that position. I know he will not, but still I want to remind him not to take that position.

Now what is to be done? He says he has tightened up the machinery to find out whether human failure also takes place. When it is established beyond doubt that it is human failure, not mere error of judgment—one can condone error of judgment—that it is because of some kind of recklessness, negligence or carelessness, than I think the Minister must fall heavily on such individuals and punish them so that they will be more careful in future.

I would also like him to say something about automatic devices, whether he will be introducing them in an increasing measure so that before anything happens it is avoided. I am saying this more particularly for the engine drivers.

17.01 hrs.

[SHRI RAM MURTI in the Chair]

Two more points and I have done. It has also to be mentioned and one should remember, that a good many difficulties and accidents take place because of the fact that in one vast country there are limited resources. I agree that we have got our priorities. Now, Sir, because of the vastness of our country and the railway track being so long, miles together, and so there are hundreds and hundreds of unmanned gates. It will take time to convert all the unmanned

gates into manned gates. I do not want to be merely romantic, because I know that it could not be done overnight. But at least let them make an urgent analysis and a proper survey of those unmanned gates where accidents have taken place, where accidents are likely to take place but have not taken place, and unmanned gates where accidents are the least likely to take place.

Those unmanned gates where accidents are likely to take place, especially in cities and surrounding agglomerations, they should be given priority. I come from Ahmedabad and I know that in my own city of Ahmedabad, because of some unfortunate constitutional and legal difficulties and disputes between the railways and the Corporation or the local or state authorities, a large number of gates and crossings are not manned, because the railways say the local or state authorities should do it, and the local or state authorities say that the railways should do it. In the mean time, accidents take place. Why should they allow such accidents to take place? In the urban agglomerations, in areas near the cities and towns, where accidents are likely to take place, the railways should, acting unilaterally, convert them into manned gates at their own expense. If the local authorities or the State Governments do not do it, you should do it from the funds of the railways so that accidents do not take place. Because, in many cases, if an accident takes place you will be paying more in terms of compensation. Then why not pay it in advance by doing this kind of thing and saving people's lives? I should also, moreover, say that if he wants the cooperation of the Railway employees—I am quite sure that he is for it and he is at it also—then let him see to it that accidents do not take place because of the over-burdened and over-worked staff and under-privileged staff in terms of benefits and amenities. I am not taking up the question of bonus, I am not mixing up that issue here. But I do not

want to suggest that if the Railway employees are contented and are satisfied and if they are not forced to do over work, then perhaps, they will be able to deliver the goods better. Therefore, I want to say this. One more point, and it is that Government must also take the help and cooperation of Railway passengers and commuters and the general public in some ways where their cooperation may help in reducing the accidents involved.

Now, two more points and I have done. One point is, about the payment to be made. I have never understood why the payment to be made to the families of the deceased and victims in aircrash should be so high—I do not want that it should be reduced—and for the families of those who die in railway accident should be so low. Of course, an argument may be that more people perhaps die in railway accidents than in aircrash. That may be an argument. But when it comes to our fellow countrymen, to our brothers and sisters who die, naturally nobody should be forced to say 'I wish my kith and kin had died in an aircrash rather than in a railway accident so that I get more money'. That should not be the feeling. Therefore, if he cannot do it quickly, at least let him give us an assurance that progressively he will go towards the ideal of having the uniform rate of compensation to all such individuals, no matter whether they die because of railway accident or aircrash. After all death is universally the same, the injury is the same, the loss is the same and the difficulties and the distress are the same.

Lastly, I want to say in all seriousness, because of railway accidents, there have been repeated demands that so and so, the Railway Minister, whoever he may be, should resign and this happens because of two things, mainly because of the natural desire of the people to pin down the responsibility to a particular Minister concerned, in this case, the Railway

[Prof. P. G. Mavalankar]

Minister and secondly because this is a highly moral issue which was made a very established good precedent by no less a person than that great man, our former Prime Minister, Shri Lal Bahadur Shastri, who, as you know, as the Railway Minister had the capacity and the sincerity to resign and therefore he resigned and set an example saying 'even if I am not responsible directly, I take the responsibility for the accident and I go out of the Ministry'. I want to say, that although Mr. Dandavate was charged that he has not resigned, I can say that, sensitive as he is and responsible as he is. I am quite sure that he must have not only felt compelled to resign, but probably he might also have resigned. I do not know. It is for him to tell us.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): That will not be a cure.

PROF. P. G. MAVALANKAR: I know it is not a cure. But at least it will be some kind of a responsibility in concrete terms. I do not want him to resign because after all he is not directly responsible. But I only want to mention this point, because the charges were made, I am sorry to say, that, by some of his own party men, of Janata Party, publicly and in the press that Mr. Dandavate should resign and I asked those friends as to why they expect this. But that only shows that their party is not as united as it should be. But apart from that, I know that Mr. Dandavate is the last man who will seek to a job merely because it is giving him powers and privileges, for he is a man who will look at it from the point of view of service and welfare and I hope that because of his sensitivity and seriousness, he will make it clear that—God forbid—but should any such thing of serious nature happen, he will not be there even for a second. I do not want him to have that situation because I want him to continue with the good work

that he is doing and I hope he will make the Railway Ministry much more efficient, much more honourable; after all, let us not forget that in our country, the Railways are a national organisation, it is not a question of party matters, it is a national organisation, we must look at it as our own Railways, it is the Indian People's Railways, we own it and we also have a responsibility and stake in it. If we look at it from that angle, then I am quite sure that we will be able to contribute our own little mite to his efforts and jointly we can make the Railways not only good, fast, comfortable and convenient, but also one which is a matter of national pride and a matter of international reputation in the comity of nations.

SHRI DHIRENDRANATH BASU (Katwa): Mr. Chairman, Sir, at the outset I want to say that we have got full confidence in our Railway Minister. He has got all the capability and efficiency necessary to do the job. But I have to make some comments and observations on the performance of the Railways.

The railway accidents and dislocations are happening very often, at least twice a month. As you know, about a fortnight back, about 50 passengers of a compartment were robbed of their belongings by robbers and dacoits; the railway chains were pulled up and some incidents took place. There have been a series of railway accidents. I can mention one by one. It is all because of the fact that as many as 22,000 railway crossings are not manned at all till today. The Railway Minister will agree with me. In his budget speech, he has said that till today 22,000 railway crossings are not manned. There is no lines man there. Wherever there are lines men, they are getting a very poor salary; they are working for 15 to 20 hours a day; they have no quarters to live in; they are coming from long distances they are overworked. They cannot do so much work.



That way, the railways are under-staffed. This should be taken into consideration by the Railway Minister as already explained by several hon. members.

I have seen in West Bengal and in various other parts of the country—I have travelled extensively—that there are so many railway crossings which are not manned. I would appeal to the hon. Railway Minister to see that all the railway crossings are manned up so that the lives of the people, the lives of the passengers, are protected and the train accidents do not recur so often.

There are certain safety measures which are to be taken by the railways. When there are accidents, the passengers involved in the accidents look forward to railway authorities for compensation. In Britain and in USA, the railway journeys are covered by insurance schemes at Government cost. In Russia also, I have seen that the journeys are covered by insurance schemes at Government cost. Our Government should also do that. We should also have that scheme here.

The remedies and safety measures to prevent accidents must be chalked out by the Railway Ministry. The Railway Minister has been working very hard, no doubt. As to what are the defects, what are the loopholes, why the accidents are so often happening, all these causes have to be found out. Now, the causes are that the railwaymen are under-staffed, they are not properly paid and they are not satisfied. We have got to give them proper remuneration, proper emoluments, proper housing or quarters, so that they can work satisfactorily.

Now, the people of the country are certainly looking forward to Members of Parliament of this House—but not in regard to what they find every day in the papers about some allegations of corruption, about Enquiry Commissions etc.: they are

looking forward to us for their safety, for their security and for their well-being. We are here to fulfil the aspirations of the people.

So, Mr. Chairman, Sir, I would suggest that the Railway Minister should make adequate arrangements for manning up all crossings and should engage more armed guards in all passenger trains so that robberies are prevented and so that accidents do not happen so often. If these measures are not taken by the Government, any nice speech in this House will not serve any useful purpose for the people.

Then, there is one point about Katwa-Bandel railway line. There is only one single line and we requested the Minister for doubling of the line. We requested him also for electrification of the line. The doubling of the line has to be given effect to because there are some instances of passengers falling down on the track and losing their lives. So, I would appeal, in this connection, to Prof. Dandavate the Railway Minister to see that electrification of the line and doubling of the line from Katwa to Bandel is given effect to.

I am glad that Smt. Parvathi Krishnan who tabled the motion, had, although it was almost thrown into cold storage, the patience to pursue it and put it again before the House.

**बोम्बेरी बन्धीर सिंह (होमियारपुर) :**  
सभापति महोदय, जिन लोगों ने काज रैव्युलेशन पेज किया है, इन लोगों ने कभी इसी हिन्दुस्तान में इन्कलाब लाने के सिधे रेलें बूटने का भी प्रोवान बनावया बा । इन्होंने खुद उसके बाद रैव्युलेशन पास किया कि रेलें बूटने से धीर बेगुनाह लोगों को मारने से इन्कलाब नहीं आ सकता, तो वह बात खत्म हो गई ।

अब जनता पार्टी की सरकार बन गई धीर इन्दिरा जी व उसके बेटे के खिलाफ.

## [बौद्धरी बलबीर सिंह]

बहुत सी बातें शुरू हो गई थीं और कमीशन जारी हो गये। जब सारी बुनियातों में उनका नाम मग़ूर होना शुरू हो गया तो उन लोगों में कोलिन की कि जनता पार्टी को बदनाम करने के लिये कोई काम शुरू किया जाये तो कुछ बातें उन्होंने शुरू कीं। उन्होंने देखा कि सरकार का खर्चा तो बढ़ गया है, लेकिन उन्हें वह कामयाबी नहीं हो सकेगी।

घाज जो हमारे रेल मंत्री हैं, उन्हें इसी लाइन का बहुत तजुर्बा है, ट्रेड यूनियन के तबूबें भी हैं। घाज उन्हें एक बात का धीर फैसला करना पड़ेगा। रेलों हिन्दुस्तान में, पब्लिक सैक्टर में सबसे बड़ा इंदारा है, 40 अरब से ऊपर इसमें रुपया खर्चा हुआ है, कर्जा भी इसमें बहुत लिया गया होगा, घाज उन्हें फैसला करना होगा कि प्रैक्टिकल और थियोरैटिकल में कितना फर्क है। प्रैक्टिकल तौर पर जब हमारे हाथ में बात घ्राये तो हम उसमें कितना काम कर सकते हैं और कितना नहीं कर सकते हैं। थियोरैटिकल जो कहते हैं, अगर प्रैक्टिकल में वह करना चाहें तो कहाँ तक खर्च किया जा सकता है। मेरा भी ट्रेड यूनियन के साथ शुरू से ताल्लुक रहा है। डाकड़ाने और रेलवे वालों की 1960 में जो स्ट्राइक हुई थी, उसके सिलसिले में मैं भी जेल गया था।

रेलवे मूलाधिभौन के मूलातिबात क्या है और उन के बारे में क्या करना चाहिए, यह तो हम सब कहते घ्राये हैं। लेकिन यह भी देखना चाहिए कि उन से काम किस ढंग से लेना है। ज्यादातर एक्सिडेंट्स सिर्फ़ उन की बेबकूफी या नेगिजेंस या कीनाही से होते हैं। मिसाल के तौर पर अगर किसी घ्राधमी के खिन्ने कोई छोटा सा काम है— उसने वक्त पर सिगनल को डाउन करना है, तो अगर उसने बटन दबाने में एक-घ्राध मिनट या कुछ सैकंड्स की भी देर कर दी, तो एक्सिडेंट हो जाता है। इसलिए उन

लोगों का जो काम है, उसमें लाजों घ्राधमियों की खिन्दगी का सवाल है। रेलवे में सफ़र करने वाले लोग सही-सलामत अपने घर पहुंचें, यह इस बात पर निर्भर करता है कि रेलवे में काम करने वाले अपने अपने काम को सही ढंग से, पूरी मेहनत के साथ धीर बचीर किसी सफ़लत के करें। उन की मामूली सी सफ़लत में भी एक्सिडेंट हो जाता है। करोड़ों रुपयों का नुक़सान हो जाता है, धीर रुपये का खान छोंड़ें, जो चीख़ बापस नहीं मिल सकती है—इन्मानी जानें जाया हो जाती है।

रेलवे के मूलाधिभौन ठीक तरह में काम कर सकें, इसके लिए जहां उनके हुकूक उन्हें दिए जायें, वहां जो काम उनसे लेना है, वह भी उनसे लिया जाये धीर इसमें डील न की जाये।

मैं मंत्री महोदय के नोटिस में कई छोटे छोटे केमिड लाता रहा हूँ। पिछले शुक्रवार को मैं गया था। अगर मिनिस्टर साहब किसी वक्त भी जा कर रिजर्जेशन के चाट को बँक करें, तो उन्हें मालूम होगा कि उसमें जिन लोगों के नाम होते हैं, उनसे बिल्कुल दूसरे घ्राधमी डिब्बे में बैठे होते हैं। पिछली बार मैं ने बँक किया और मैंने कंडक्टर से यह निख़वा लिया कि डिब्बे में वे घ्राधमी नहीं हैं, जिनके नाम चाट में हैं।

SHRI K. A. RAJAN (Trichur):  
What has that to do with accidents?

बौद्धरी बलबीर सिंह : बूक मैंने लेलयातः वाले इन्कनाब के ड्रेन होने की बात कही है, इसलिए इन्हें तकलीफ़ हुई है। रेलवे में जो कमियाँ हैं, अगर मैं उनका खिन्न कर्क, तो इन्हें वह मुनना पड़ेगा। मैंने यही कहा है कि हिन्दुस्तान में इनकनाब लाने के लिए इन लोगों ने न जाने कितने बेमुनाह लोगों की जानें ख़रन कर दी, धीर जब इन्होंने देखा कि इस तरह इनकनाब नहीं घ्रा सकता है, तो इन्होंने रेजोल्पूशन पास किया कि हम ने जो

कुछ किया है, वह चलत है। फिर ये लोग शरीरक बन गये और इन्दिरा गांधी का पल्लू एकड़ लिया और समझा कि इस तरह हम आगे निकल जायेंगे। लेकिन हम देखते हैं कि जहां पहले ये लोग यहां पर 20 से ज्यादा थे, वहां अब 10 से कम है।

**SHRIMATI PARVATHI KRISHNAN):** He is showing his ignorance in the matter.

**बौधरी बलबीर सिंह :** अगर बेगम साहबा मझे खेरेंगे, तो मुझे उन की पार्टी के बारे में कुछ और बानें कहनी पड़ेगी। इसलिये अगर वह कुछ न कहे, तो ज्यादा बेहतर होगा। मैंने मित्रकें यही कहा है कि इन लोगों की बजह से एक्सिडेंट होने रहे हैं। अब एक्सिडेंट्स को रोकने के लिए इन्फ्राम किया गया है और जो लोग इसके लिए जिम्मेदार थे, उन के रिनाफ कार्यवाही शुरू हो गई है। वह कमीशन बैठे थे और रोज़ रेडियो पर और प्रबुकारों में आता था। अब उस के पिट्टुओं में कुछ लोगों ने शक किया था और उस को रोकने के लिए 25 हजार धादनी और रखने पड़े, कितना खर्च और सरकार के ऊपर आया ?

लेकिन उसके साथ मैं मंत्री महोदय से यह कहूंगा कि अपने इन डिपार्टमेंट को स्टीम-लाइन करें, इनमें जो करप्शन है उसको ठीक करने के लिए पूरी अपनी ताकत इस्तेमाल करें। स्लैकनेस है उसको दूर करें। पिछले सालों में जिस ढंग से काम चलता आया है उसके कारण यह है। उनको जो सुविधाएं चाहिए वह मिनटें लेकिन उनसे जो काम लेना है वह काम पूरा नहीं आप यह ठीक कर सकते। मामूली गफलत की बजह से लोगों की जानें न जय, इसको आप देखें और इसमें जो करप्शन है उसको भी दूर करें।

इन सबकों के साथ मैं कहूंगा कि रेलवे मंत्री इसी लाइन से ताल्लुक रखते हैं। उन्होंने सुधार करने की बहुत कोशिश की है, बहुत

कुछ किया है लेकिन अभी करना है, उधे, वह करेंगे, ऐसी मैं आशा करता हूं, बन्बवाद।

**श्री शंकर बेब (बीदर) :** सभापति महोदय, मैं बहुत लम्बा समय नहीं खूंगा। मैं दक्षिण का रहने वाला हूं। मैं जब कभी भी अपने घर से निकलता हूं तो मेरी श्रीमती जी बोलती हैं कि पहुंचते ही वहां से टेलीग्राम दे देना कि पहुंच गए हैं।

**सभापति महोदय :** आपकी श्रीमती जी हैं। आपका इतना ख्याल भी नहीं रखेंगी तो और क्या करेंगी ?

**श्री शंकर बेब :** समय को व्यर्थ न गंवाते हुए मैं मंत्री महोदय को कुछ सुझाव देना चाहता हूं एक्सिडेंट को रोकने के लिए। इसमें पहले हमारे हनुमन्तैया जी रेलवे मंत्री थे। उस वक्त उन्होंने अपने एक ही सर्कलर से रेलवे में इतना अनुशासन पैदा कर दिया कि जो ट्रेन समय पर नहीं आती थीं वह सारी की सारी एक ही सर्कलर के बाद टाइम पर आने लगीं। यह क्या बात थी ? हाँकि उस समय एमजेंसी नहीं थी, एमजेंसी के पहले की बात में बता रहा हूं, अगर इसी प्रकार हमारे रेलवे मंत्री जी करें तो बहुत सुधार हो सकता है। हमारे रेलवे मंत्री इस समय दण्डवत् माहब हैं। दण्डवत् उसको बोलते हैं जिसके हाथ में डंडा होता है। अपने डंडे को लेकर उसका इस्तेमाल बट वरेंगे तो मुझे विश्वास है कि कोई एक्सिडेंट नहीं हो सकता है।

कोई भी रेलवे मिनिस्टर जब आता है तो वह सोचता है कि नयी चीज कोई न कोई यह दिखा दे। तो क्या दिखा दिया—नैटिन के भन्दर कोई नयी चीज इंट्रोड्यूस कर दो कोई इटली बोसा मचवा दिया या कुशन बगैरह लगवा दिए। मैं कहता हूं कि मेहरबानी करके हमको घर तक पहुंचा दीजिए बाकी बाहे और कोई फीसलिटी दीजिए, बाहे मत दीजिए।

[श्री शंकर देव]

चाहे पंखा हो या न हो, खाना हो या न हो, मिनिमम हल यह चाहते हैं कि घाप हमको बर तक पहुंचा दीजिए। प्राज्ञ जनता ऐडमिनिस्ट्रेशन में क्या है? क्या कर रहे हैं? ऐडमिनिस्ट्रेशन के प्रन्दर जो सबसे बड़ा प्राण है वह है ला एण्ड धांडर। ला एण्ड धांडर जब नहीं है तो घाप का क्या ऐडमिनिस्ट्रेशन है? इसी प्रकार रेलवे ऐडमिनिस्ट्रेशन में क्या है? हम कहते हैं चाहे हमको अच्छा खाना खिनाएं या न खिनाएं, चाहे पंखा दें या न दें, गढ़े मिलें या न मिलें, लेकिन महरबानी करके हमको अपने घर तक पहुंचा दें। मिर्क इतना ही हमको कहना है। यह बहुत बड़ा काम होगा। इस चीज को घाप करें। घाप अपना समय धीरे धीरे दिमाग, रेलवे का पैसा इस बात के ऊपर खर्च मत कीजिए कि हमको फर्दर फैसिलिटीज दे बल्कि हमके ऊपर खर्च कीजिए कि जितना घापका स्टाफ है, जो सेक्योरिटी का स्टाफ है, जो रेलवे ट्रैक को चेक अप करता है, उसके ऊपर जो इन्-पेक्शन रखता है, उन लोगों की धलस्य प्रनय हर महीने एक म रेल क्लास कांडक्ट कीजिए। उनको धपील कीजिए, उनके प्रन्दर एक भावना पैदा कीजिए, उनको यह कहिए कि घाप के ऊपर ह्वायों, लाबों, आदमियों की रखा मूनहस्तर करती है। घापकी बजह से वे सुरक्षित बैठ कर जा सकते हैं। घापके ऊपर हजारों आदमियों के प्राणों की रक्षा का भार है, घाप अपना पूरा दिल दिमाग लगा कर इस तरह से अपना कर्तव्य कीजिए जिनमें उनकी रखा हो। उनके प्रन्दर कर्तव्य की भावना जागृत कीजिए जिससे कि उनका भी उद्धार हो जाय, उनके प्रन्दर भी यह कर्तव्य की भावना जागृत हो, वे भी इंसान बनें और हमारे देश के लोगों की रक्षा उनके द्वारा हो सके, लोगों की जान बच सके। इसलिये घाप भारत क्लास कांडक्ट कीजिए, उनको धपील कीजिए, उनके प्रन्दर कर्तव्य की भावना काइए, इतना ही मैं आपसे कहना चाहता हूँ।

श्री रत्न शंकर देव सिंह (विष्णुगंज) : सभापति महोदय, रेलवे की दुर्घटनाओं के बारे में विचार करते समय मैं रेल मंत्री महोदय से प्रयुरोध करना चाहूंगा कि वे साफ साफ बतायें कि किन किन कारणों से दुर्घटनायें होती हैं। दुर्घटनायें कई प्रकार की होती हैं। एक तो मैकेनिकल कारण से, इंजन की खराबी से दुर्घटनायें हो सकती हैं। दूसरा कारण यह हो सकता है कि जो रनिंग स्टाफ है—ड्राइवर या गाई—या एनाइंटसमैन तथा ए०एस०एम० की गलती से दुर्घटनायें हो सकती हैं। तो इन दोनों कारणों में धलय धलय कितने कितने परमेट दुर्घटनायें होती हैं यह कंटेगारिकली मंत्री जी को बताना चाहिए और उसी के अनुकूल इसके इलाज की धान करनी चाहिए। साथ ही साथ यह भी हो सकता है कि जो रेल इंजन है वह बहुत पुराने हो और वह ठीक से काम न करने हो या जो एलेक्ट्रिक इंजन है उनकी मशीन में गड़बड़ी हो सकती है या एलेक्ट्रिसिटी का फेयोर हो जाय उसकी बजह से हो सकता है। इसके अलावा जैसा मैंने पहले बताया, एनाइंटसमैन और ए०एस०एम० की गलती से हो सकता है। ड्राइवर या गाई जो ज्यादा काम करते हैं, उनकी गलती से भी हो सकता है। तो इसके किना परसेंट किस कारण से एक्सीडेंट होता है इस पर विचार करते हुए घापों की कार्यवाही करनी चाहिए।

मेरा क्याल है दुर्घटनाओं में सबसे बड़ा कारण धोबटाइम का है। काम करने का एक समय निश्चित है लेकिन उससे ज्यादा समय तक काम करने की बजह से जो सिविल विधाने वाला है या जो ड्राइवर है या जो गाई है उसकी गलती से एक्सीडेंट हो जाता करते हैं। मैं चाहूंगा मंत्री जी इसका कंटेगारिकल जबाब दें। अगर मंत्री जी महसूस करते हैं कि ज्यादा एम्प्लॉईज की जरूरत है ताकि उन पर धोबटाइम न हो तो इस बारे में वे साफ साफ बतायें कि कितने स्टाफ की जरूरत है।

एन्जिन का एक दूसरा कारण धीर जी है धीरे यह यह है कि ट्रांसफर की जो प्रक्रिया है उसमें एक खोन से दूसरे जोन में आसानी से लोगों को नहीं बढ़ना जा सकता है । जो प्राइमी स्टेशन में है, तनाव में है, एक लम्बी मसिदि से अपने घर से 4-5 ती या हजार मील दूर काम कर रहा है, वह दरकबास्त होता है कि उसके घर के नजदीक के खोन या विविडन में उसको ट्रांसफर कर दिया जाये, उसकी दरकबास्त रेल मंत्रालय में रह कर ही जाती है चाहे उसकी जरूरत फितनी ही ज्यूसिन क्यों न हो । मान लीजिए कोई अपने घर का भकेला प्रादमी है, उसके मां-बाप या पत्नी बीमार है, वह लगातार स्टेशन में ही धीरे रेल चला रहा है तो उसका दिमाग ठीक से काम नहीं करेगा और उस स्थिति में बुकटनावें सम्भव हो सकती हैं । इसलिये ट्रांसफर का जो नियम है उसमें जरूर तब्दीली करना चाहिए ।

इसके अलावा जो कंडक्टर नेबर हैं उनको परामेन्ट करने की व्यवस्था होनी चाहिए क्योंकि उनका काम में मन नहीं लग पाता है, वे सोचने हैं पता नहीं कब तक काम में हैं और कब बाहर निकाल दिये जायेंगे । इसके अलावा जो रनिंग स्टाफ है— ड्राइवर और गाइड— उनके वेतन और एक-असेज को बढ़ाया जाना चाहिए ताकि वे संतुष्ट हो सकें और ठीक तरह से अपना कार्य कर सकें । हवाई जहाज में जो रनिंग स्टाफ होता है उसमें एक एयर होस्टेस को करीब तीन हजार मिलते हैं और पायलट को पांच हजार या उससे भी अधिक मिलते हैं । मैं चाहूंगा कि जो धरती पर इस्तान जैसी सब से कीमती चीज को ले कर चलते हैं, उन को उबादा तनकवाह मिलनी चाहिए ।

जो रेल इन्कटनाओं के शिकार होते हैं— उन को 2000 रुपये मुआवजा दिया जाता है—यह कितना हास्यास्पद है . . .

श्री. मधु दत्तजी : 50,000 रुपये दिया जाता है ।

श्री विनेन लद्दाचार्य : मिलता नहीं है ।

श्री राम लक्ष्मण सिंह : जो लोग हवाई जहाज में सफर करते हैं और मर जाते हैं—उन को एक लाख रुपया मिलता है । इन्सान की बिन्दवी के बारे में सरकार द्वारा इतना विवेद नहीं करना चाहिये, क्योंकि इसका धर्म यह लगाया जाता है—बुकि हवाई जहाज में बड़े लोग चलते हैं, धनी प्रादमी चलते हैं, इसलिये उन का मुआवजा ज्यादा है और रेल में बुकि गांव के माधारण लोग या छोटे बग के लोग चलते हैं—इसलिये उन का मुआवजा कम है । सरकार की दृष्टि में इस तरह का अन्तर नहीं होना चाहिये, नागरिक-नागरिक के विषे सरकार के विभागों में इस तरह का अन्तर नहीं होना चाहिये ।

इसलिये मैं चाहूंगा कि रेल मंत्री जी, जो बातें मैंने यहां पर उठाई हैं, हर मुझे का कंटेगोरिकल जवाब दें ।

SHRI SOMNATH CHATTERJEE (Jadavpur): Sir, I am thankful to Shrimati Parvathi Krishnan for bringing this motion which gives us an opportunity to make our submissions on a very important matter, namely, railway safety add steps to be taken to avoid railway accidents. We have to accept the present position that there are a number of accidents which have recently taken place but I do not wish to take an attitude like that of our good friend, Mr. Balbir Singh, that we should ignore the present situation and try to fix the responsibility elsewhere. That is the difficulty. My friends in the Janata party are ignoring the present reality.

Sir, another hon'ble Member, Shri Shankar Dev said that you have to tackle this problem with 'danda'. I am not surprised as it does come from the hon'ble Member belonging to a particular party. This is also a dangerous doctrine that you have to deal railway accidents by 'danda' and jathis.

[Shri Somnath Chatterjee]

Sir, we are very conscious that the railways are the largest public sector undertaking in the country. We want it to be run properly. This has to be used by the common people and, as such, their safety should be the prime concern of the government. It is essential—since these accidents are taking place—not only to have enquiries for the purpose of particular accidents but also to have an overall survey as to why so many accidents are taking place. One can find out a particular cause for a particular accident. You may take a particular step with regard to that accident. But, by that method, will you avoid all accidents, as such unless you have an overall survey and take proper preventive steps? We know of ordinary causes of failure like mechanical failures, which cause large number of accidents. There are supposed to be some safety officers in the railway administration. What are they doing? I would like to know from the Railway Minister about this. Are you having a check on these safety officers? What are their functions? Are you having a check on their functions in a proper way? Do you get reports from these safety officers regularly, as to the preventive steps being taken to avoid accidents in future? What are their actual functions? Is it a post-accident situation or a pre-accident situation? I would like the Minister to look into the matter so that we could understand these things and tell them to our people.

We have recently come to know that there is a system called disconnection slip system. Slip has to be issued to the cabin people so that when there is an accident in a railway track other trains should not pass through in that track. But I am told that this stipulation is not being followed in many cases. There was the recent accident which took place in Faridabad. This is due to mechanical failure which has not been rectified. Trains were allowed to be run on the track. That created difficulties. When you come to the subject of track maintenance, this is a

subject of supreme importance. The maintenance staff are already very much overworked. The Minister has himself admitted that there has been 12½ per cent reduction in the strength of gangmen. With this situation, how can you improve this system? How can you have a foolproof system and method of track maintenance? So far as the human failure is concerned, naturally, you have to take care of the proper working conditions and proper working hours for the operating staff and the running staff. We hear numerous complaints of over-work. It is dangerous. It is inhuman to make them work for longer hours, than what they are capable of managing. You should fix proper working hours for these operating and running staff and also the maintenance staff. We do not know what are the decisions which the Administration has taken with regard to the maintenance staff and how they propose to control their working hours. There should be a proper fusion in regard to the various aspects of their working. The maintenance aspect cannot be divorced from the broader human aspect. We have to have a proper fusion of these aspects. We have seen how these things work at lower levels. The workers' confidence is shattered. The whole responsibility for accident is passed on to the people at lower levels.

That is why one of the positive measures which we have suggested is the inclusion of employees representatives in the enquiry committees which will go into the causes. There is a tendency to pass on the responsibility by higher echelons to the lower categories of staff. We have received complaints that these lower categories of employees are made scapegoats so that the persons in the higher echelons may go scot-free. So, apart from giving them proper maintenance facilities, you should fix them proper working hours and you should meet their bare daily necessities. Regarding the demand for bonus, I do not want to say that the Minister is oblivious of that. He has thought of it, may be he is now in strait-jacket because of his present association.

**MR. MADHU DANDAVATE:** I was in association with you also.

**SHRI SOMNATH CHATTERJEE:** This is a matter which cannot be ignored or ought not to be ignored and a decision should be taken as early as possible. Before I resume my seat in deference to your desire, Mr. Chairman, may I once again earnestly request the hon. Minister to consider very seriously a very important proposal for having a circular railway for Calcutta. That will also avoid accidents in that area. Sir, the people of Calcutta are already sacrificing whatever little facility they had because of this grand scheme of M.T.P. Now, Calcutta is coming to a standstill because of this M.T.P. scheme. We shudder to think what will happen during the next six years when this experimentation will go on for six years. I am sure the hon. Minister, the dynamic Minister, will consider this point very seriously, and I join Mr. Mavalankar in praise of the Railway Minister and I hope he will very seriously and sincerely consider this proposal of having a circular railway in Calcutta.

**\*SHRI K. T. KOSALRAM (Tiruchendur):** Hon. Mr. Chairman, I would like to readily join the chorus of compliments to the hon. Minister of Railways, Prof. Dandavate, as he is really a man of dynamism.

You know, Sir, that if a question about the achievements of Janata Government is raised, immediately a comparative picture between the 19-months of Emergency and 19-months of Janata rule is drawn. The members on the Treasury Benches have themselves admitted that the Emergency period did yield some beneficial results in some matters though some undesirable things might have also happened. The same thing can be said of 19-months of Janata rule. But, in the matter of railway accidents, their number was definitely less

during the Emergency period than in the post-Emergency Janata era. The same railway personnel was there then. I wonder why that kind of discipline among the staff of the Railways, that sort of preventive measures for reducing the accidents, is not being persuasively and purposefully implemented now. It must be borne in mind that along with the enlargement of freedom there is enhancement of responsibility also.

While I commend the efforts of the Railway Minister in certain respects, I would not hesitate to condemn the growing sense of evading the responsibility on the part of the hon. Minister of Railways. He has recently stated that the Railways are not responsible for the robberies and dacoities taking place frequently on the running trains. He did not rest content with that. He passed on the buck to the State Governments in whose jurisdictions the train run. On the very face of it, it is evident that this is an absurd proposition. The Railways own not only the land on which the railway track meanders but also 30 ft. wide land on both sides of the track. The State Governments have no legal jurisdiction over that land running parallel to the track. The robberies, dacoits or even accidents take place on the Railways. How can the Railways disown their responsibility? They have to shoulder the entire responsibility.

The Railway accidents occurs largely due to human failures, on account of negligence of the workers, on account of carelessness on the part of other Railway personnel. It can be argued that accidents are the consequence of over-worked railway employees. It can also be said that the Railway Administration is not responsive to the demands of the workers which causes resentment and frustration among the workers.

I am sorry to say that the labour laws do not enumerate the duties and obli-

\*The original speech was delivered in Tamil.

[Shri K. T. Kosakram]

gations of the workers, while they emphasise their rights and privileges. I was a Member of the Legislative Assembly for two decades. When the laws relating to the role of management are formulated, the management's duties and responsibilities occupy a prominent place in the legal framework. I have not so far seen that a labour law does this. I came to the politics from Trade Union movement and I was a labour leader. I am not saying this against the interests of the labour. I am constrained to refer to the absence of a code of discipline in the labour laws highlighting the responsibilities of the labour. I am sure that Prof. Dandavate, who is himself an acknowledged labour leader, will bear this in mind and do the needful.

Sir, I am pained to picture the pitiable plight of Railway system in South India, particularly in Tamil Nadu, where you have the metre-gauge and broad-gauge tracks. The transshipment points are the sore spots and are susceptible to accidents. We have the metre-gauge track from Madras to Tirunelveli via Tiruchirappalli. I need not say that Tuticorin has become the industrial hub of southern parts of Tamil Nadu with Super-Thermal Power Station, Fertiliser factory etc. I demand that there should be broad-gauge track between Tiruchirappalli and Tuticorin, which should be later extended to Kanya Kumari via Tirunelveli. I need not say that Kanya Kumari is the southern most land-tip of India, whose vast potential for tourism has not yet been explored and exploited.

With these words I conclude my speech.

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** M. Chairman, Sir, I am grateful to Comrade Parvathi Krishnan for persisting in the Business Advisory Committee to see that this discussion which was started long back and had re-

mained in abated suspension was revived this afternoon. I have carefully gone through the speech that she had delivered while initiating this discussion...

**SHRIMATI PARVATHI KRISHNAM:** Which is out of date.

**PROF. MADHU DANDAVATE:** Yes, but you are out of date. I am sure, while exercising your right of reply, you will try to make your knowledge uptodate and I would like to benefit by that.

I do not want to go into broad details because in the course of the last few months while replying to various questions and on some occasions, while replying to the call attention notices, I tried to deal with certain aspects of accidents, but to some of the issues that have been focussed and raised during the debate, I must be responsive enough to give reply and also give some information regarding the accidents.

Firstly, as far as the number of accidents are concerned, I informally told Comrade Parvathi Krishnan last time immediately after her speech was over that the statistics that are given in relation to the accidents are based on Railways' concept of accidents. In railway parlance, even if no injury is caused—not to talk of victims, deaths, injuries—if a pair of wheels slips off and even if the passengers do not come to know of it, but the engine driver is able to detect it, in railway parlance, that constitutes an accident. If there is a short circuiting in a coach and as a result, there is a small fire not resulting in any injury, even then it is regarded as an accident. Therefore, whenever we gave those figures of 600 or 700 or 800, please bear in mind that right from 1952 onwards, when all the statistics are given, and which began from 1956, and now we have come to 866, all that relates to the accidents in the railway parlance. Of course, she is right, there are certain major accidents and certain minor accidents in the sense that if, for instance, there is a slipping of the rail-



way wheels even without causing injury, we call it an accident, but when there are deaths, injuries and all that, no matter how many people are killed, for the railway administration, it would be considered as a significant accident. However, we have to go through all such cases and institute an enquiry etc. In the beginning, while initiating the debate, my friend Mr. Kanwar Lal Gupta had suggested that the quantum of compensation to be paid to the injured and to the relations of the victims must be increased. I must inform this House that a constant revision of the quantum of compensation has been there. The compensation prior to 1962 was Rs. 10,000 for the nearest relation of every victim. From 1962 to December 1973 it was Rs. 20,000. Now it is up to Rs. 50,000, per victim depending upon the nature of the injury sustained.

**SHRIMATI PARVATHI KRISHNAN:** We will convey it to the people concerned.

**PROF. MADHU DANDAVATE:** Comrade Parvathi Krishnan is very cooperative. Again, there was a question raised regarding unmanned gates and manned gates. Since, in the past, in the various statements laid on the Table of the House, I have already given the number of accidents at the manned gates and unmanned gates. I do not want to repeat them. But I can say that there are over 14,000 Railway level crossings which are manned, and approximately 22,000 crossings which are unmanned. You will be happy to know that whereas in the past it was always the responsibility of the local authorities or of the State Governments to bear the initial cost in converting unmanned gates into manned ones, the new decision which I have already announced is that in view of our experience with the local authorities and their financial constraints, we realised that if we were to rely only on them, such a conversion will not take place and therefore, we have decided that 100 per cent final

cial responsibility for converting such of the unmanned gates into manned ones as are potential hazards to safety of passengers will be taken by the Railway Administration henceforth.

There is one more aspect to which Comrade Parvathi Krishnan made a reference, namely discontentment among Railway-men. I would first like to draw a distinction. I am sure she will fully agree with me that there might be certain human failures, in the accidents which might relate to those who man the equipment. There might be some officials in charge of the Control Rooms and Cabin Rooms. But, at the same time, if anybody says that because there is discontent among Railway workers, those particular railway workers must be responsible for the accidents, I refute that allegation. If the Engine Driver, the Guard and the Fireman, in order to take revenge on the Railway Administration try to indulge in a conspiracy to bring about an accident, the Driver and the Fireman will be the first victims in that accident. Nobody will therefore, be willing to follow that path, in order to take a revenge against the Railway Administration. Therefore, I refute the allegation that Railway employees are deliberately doing it. There might be some staff failures. (Interruptions) I feel that on the question of the loyalty of the Railway workers, there is no difference of opinion at all. As far as loyalty of the workers is concerned, I think the Railway worker is as loyal as a Member of Parliament; and I need not draw a distinction between the two at all. That is not a disputable point.

I do not want to give all the statistics. I had shown to the hon. Member who had raised the issue, the table relating to this. Therefore, I do not want to take the time of the House. We have several kinds of failures, viz. failure of Railway staff, failure of persons other than the Railway staff and failure of railway equipment—again there are sub-headings viz. mechanical track and

[Prof. Madhu Dandavate]

others. There are also accidental accidents, where we are not able to detect the cause; i.e. cause could not be established and cause not yet finalized. You will find that all these accidents have been divided into various categories. For sometime, sabotage efforts were intense. 127 efforts were made last year, in 1977, and some people tried to tamper with the tracks. Out of these 127 efforts, 9 resulted in accidents; but I am happy to say that we have received the co-operation of Gangmen and RPF patrolling men who, together, constitute a strength of 25,000, on whom we are incurring a daily expenditure of Rs. 1 lakh. This particular patrolling arrangement has succeeded to such an extent that after 23rd December last when the last accident to sabotage took place, upto this date not a single accident due to sabotage has taken place; and the credit for this goes to the Gangmen and the RPF men doing patrolling of track.

There is one suspected case, I know of from South, Kerala. There had been one accident, but still it has not been established that it is a case of sabotage. But all the cases which have been established and whose preliminary reports of Additional Commissioner of Railway Safety have come, after 23rd of December when the last sabotage took place, after that not a single accident has taken place. It is not that efforts were not made; 78 efforts were made to tamper with the track. But our patrolmen and gangmen were so active that before the train could arrive, they went to the station, they went to the control room and gave this information within time about removal of the fish plate and tampering with the track; and therefore the train was not allowed to pass over the track where the fish plate etc. had been removed. That is why I say that the credit goes to those who are already patrolling the tracks.

I think Prof. Mavalankar is right when he says that even if we have to spend Rs. 1 lakh per day on these arrangements of patrolling, it is worth doing that rather than spending the money on giving compensation when people are killed and to renovating our locomotives which are destroyed, trying to renovate our railway coaches which are damaged in the accident. It is better that we spend money on preventive measures. That is one important aspect.

Last time, I had made a statement. I had candidly admitted that as far as Naini accident was concerned—when Comrade Shrimati Parvathi Krishnan made a speech last time, she had already referred to that that because of the failure of certain equipments certain accidents had taken place—for instance, if the track circuiting was done in time, probably that accident could have been avoided. But, I am happy to report to this House that formerly out of 1300 stations which are on the trunk route, on 820 stations track circuiting was already completed. We had planned that in the last financial year, we will have additional 50 stations, where track circuiting will be completed with the help of our engineers and technicians. Finally, we had been able to not only complete the 50 stations but we have been able to overreach the target; and by 1981, at all the 1300 high density trunk route stations, that track circuiting will be completed.

Another question was raised by a number of Members including Prof. Mavalankar that we must concentrate on automatic warning system. I must also inform this House that, as an experimental measure, there are two routes on which we have introduced the automatic warning system. One is the Howrah-Burdwan section and another is the Gaya-Mughalsara section. As far as automatic warning system is concerned, it is fitted into the chamber of the driver. There is actually an arrangement with the help of which whenever the signal

is given, showing danger ahead a haptic warning is given the locomotive driver due to absent mindedness or overwork, neglects that, and does not take cognisance of it and goes ahead, we have a certain arrangement of electric circuit with the help of which direct automatic application of brakes takes place. There is a track magnet and with the help of that the electric system is so connected that whenever there is a red signal, in that case, the circuit starts operating, whistle goes on in the chamber of the driver; and if he is so absent minded that even after the whistle is blown he does not acknowledge the warning within 7 seconds, automatically the brakes are applied and the train stops before the danger point. That is how the automatic warning system is working.

SHRI K. GOPAL (Karur): What happens after that?

PROF. MADHU DANAVATE: It does not harm you. It harms us only when the train is in motion. When the train stops, it does not harm you at all.

I may tell you that in India, we have got 1300 trunk route stations; and actually these are the two routes on which we are operating the automatic warning system. As my hon. friend asked, how is it that we are operating this automatic warning system between Howrah and Burdwan; is it because people on that track are more absent minded. It is not that. These are the two sections which are high density routes. That is why we have taken this experimental measure on this high density route. I am happy to inform this House that as far as these two sections are concerned, after the installation of the automatic warning system, not a single accident due to disregard of signals has taken place on these two routes. Therefore, we will have to enlarge this particular experiment.

After installation of this equipment from 1977 i.e. last years on these two sections Howrah Burdwan, Mughal-sarai and Gaya we did not have any accident.

The difficulty is that of financial constraints.

There is one more aspect. Our friend from Bengal has rightly raised the question of the maintenance of the track. For the last 10 years or so there has been a backlog in the maintenance of the track-primary renewal. Out of about 48,000 route kilometers, probably there are 5,500 or about 6,000 route kilometers of track where we require primary renewals of the rails and sleepers. Otherwise there may be fractures of the rails, just like the fractures of bones.

During the coming Five Year Plan we required Rs. 500 crores net funds for track renewals but we have been given only Rs. 350 crores. We require net funds of Rs. 100 crores per year. This year we have been able to get an allocation of Rs. 49 crores. Also we are trying to make up with internal resources. We are trying to see as to how the problem can be solved. But this problem of track maintenance-primary renewals and secondary renewals is of importance and we are trying to concentrate on that.

18 hrs.

[SHRI DEHBENDRANATH BASU in the Chair]

I would like to make one point clear. Nobody has raised the question of my resignation. But some time back the question was raised by one of the members through a public statement. I may tell the hon. member Shri Mavalankar that there are some moments when ones sensitivity is hurt the most and in one of the

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gruesome accident that had taken place at Rewari in which one of our honourable members, Shashtriji died,— within one hour of the accident, I have said it in the Rajya Sabha, today I am repeating it over here—on that occasion I had gone to the Prime Minister and had handed over to him my resignation. I felt when I was the Railway Minister and if a person of Shashtriji's stature really succumbed to that accident, it was better that I should tender my resignation. Then the Prime Minister had warned me saying you cannot run away from your responsibility. You must try to introduce certain policies and measures by which you will be able to contain and prevent the accidents. Only after that, I decided that I should not press for my resignation. Because this question was raised some time back, therefore, I have mentioned it.

**MR. CHAIRMAN:** The question of resignation does not come in.

**PROF. MADHU DANDAVATE:** There are some other questions. I need not refer to them in detail. But there are one or two points to which some reference is necessary.

I have already said about the compensation. I have already talked about the automatic warning system. But there is one aspect to which I must make a reference and that is the workload on the Railwaymen.

I must candidly admit that constantly we have been working on this particular problem and I do not want to cast aspersions on anyone, and Comrade Parvathi Krishnan knows it very well. Prior to 1974 strike an agreement was arrived at with the then Government that 10 hours rule will be followed. But when 1974 strike took place, the Government told that after the strike that agreement was over. I am happy to say that we have revived that agreement. We have been able to make a provision for additional operational men and in

order to implement the Mishhal award also we have been to see that additional operational men to the tune of 10,000 are there. That provision has also been made. I must point out about the workload. The Mishhal Tribunal referred to the maximum workload of 12 hours for those gate-men who are working at the railway crossings. But we have decided that in the important crossings, it should not be 12 hours but only 8 hours work. That we are able to implement at significant railway crossings. As far as other crossings are concerned, we are not crossing the limit of 12 hours. 10 hours duty has also been implemented. I am also very happy to announce that as far as the locomen's grievances are concerned, we sat with them and all their legitimate grievances were attended to. 20 to 25 per cent increase in the mileage allowance of locomen has been brought about. This is also one of the important achievement which has contributed to some relief. We are trying to sort out the other issues with the locomen whether they belong to recognised or unrecognised unions. All problems cannot be completely solved, but it is our constant endeavour to see that the problems are solved in time as far as possible.

A number of suggestions have been made by a number of hon. members. I can assure them that we will continue to take all those suggestions into account. Mr. Somnath Chatterjee has rightly said that one cannot pick up isolated incident of accident here and there and try to analyse the cause thereof but one must survey the entire scheme of accidents and try to find out the overall position. In that context, we have appointed the Railway Accidents Enquiry Committee under the chairmanship of Mr. Justice Sikri. It was in 1968 that the last Railway Accidents Enquiry Committee was appointed. The Sikri Committee is doing good work. There are Members of Parliament from both Houses on that committee. They are also experts. I am

happy to inform the House that we have seen to it that one eminent trade unionist—Mr. Bagaram Tulpule—is also a member of that committee. Therefore, all interests are represented in that committee. I am sure when their recommendations come, we will take them into account along with the constructive proposals and suggestions the hon. members have made on the floor of the House. I can assure the House that I will strive my best. With the help of all my colleagues, with the cooperation of all of you, last but not the least, with the cooperation and goodwill of all the trade union organisations in the railways, we will continue to see that the safety in railways increases at every stage. Some friend said, when he travels by train, his wife always says, "You return safe. That is all I expect". In fact, the wife should expect something more, but this is the minimum expectation! But I was surprised that our Sarvodaya leader also suggested that my name is Dandavate and therefore, I must use the danda, i.e. the rod. There are two interpretations of Dandavate. One of the components of my surname means 'pranam', i.e. salute. I would like to concentrate on that interpretation. I will salute all the people, all the passengers, all the organisations which want to help me. With Your cooperation and goodwill, I shall constantly endeavour to see that the rail journey becomes safar. (Interruptions). My friend says that the allowance of loco running staff should be increased. He did not listen to me carefully. I have already informed the House that a 25 per cent increase has been made

**SHRIMATI PARVATHI KRISHNAN:** I would like at the outset to educate my colleague, Shri Balbir Singh, on one or two points. He made a very unfair and totally wrong allegation that my party and my union is responsible for sabotage. Let him remember what we said in all the circulars we have issued on every occasion when strikes or other movements have been there. Even in May 1974 what did we say? We said,

"1. We should resist all attempts to set fire to railway stations, wagons and coaches.

2. We should not permit the sabotage of machinery or looting of goods, etc.

We should not allow tempering with the track as it may lead to loss of lives if a train happens to go by it."

It is because we think that the railways are national property, we should not allow such things.

**PROF. MADHU DANAVATE:** Let me add that during all the 22 days of railway strike in 1974, not a single sabotage had taken place.

**SHRIMATI PARVATHI KRISHNAN:** I would like to remind the hon. Member that the only boast about sabotage was made by one who today sits on the Treasury Benches as a Minister and he is fortunate to have been reported in the world press; there has been no denial for him. So, let him accuse some one else and not accuse us.

Secondly, when I insisted on this motion being discussed, and I must say that I am very grateful to all this chivalrous comments that have been made about me, it is not merely that I felt it was a matter of prestige that this motion should be taken up, but in recent months even more serious things had happened and I hope that the Minister in his reply would refer to them. But he kept within a certain framework. The thing is that it is not only the accidents, but the question of security on the railways has also become very serious. It is also a form of accident because after all, why are all these recent thefts, lootings and dacoities taking place? Only yesterday, the Minister, in reply to a question, gave us some figures. I did a little rough mathematics. Maybe I am wrong. But, Sir, in Madhya Pradesh, the loss on 'A' type robberies and dacoities from 1-7-1977 to 30-6-1978 was something like Rs. 57,000 and on 'B' type robberies it was Rs. 44,000. In U.P. the loss on account of 'A' type robberies was Rs. 1,18,000

[Shrimati Parvathi Krishnan]

and it was Rs. 52,000 and odd for 'B' type robberies. He very cleverly gave the monthwise figures and not the total.

PROF. MADHU DANDAVATE: Because Mr. Lakkappa asked for monthwise figures.

SHRIMATI PARVATHI KRISHNAN: I totalled it very roughly. This is extremely serious and I will come to that later. But the reason why I thought it was necessary for us urgently to have this discussion is both the aspects, that there have been accidents also in this period and at the same time there have been thefts and robberies. Therefore, I appreciate all that the Minister has told us of the steps that are being taken for trying to minimise the accidents. When he was speaking, he also told us in a very sketchy way that when you talk about accidents in railways, in railway parlance it is something quite different from civilian parlance. Therefore, I would not like to go only into the question of accidents where there have been casualties, but I would like to point out that the accidents of which the public are not aware are also very serious because tomorrow that very small accident may easily lead to a major accident. Take, for instance, your engine failure. Only a few days ago, what are the figures that you have given in answer to one of the questions? You gave the number of passenger trains held up on routes due to break-down of locomotives. It is due to engine failure or any other failure. The cause of breakdown was not given. During the last 6 months ending June 1978, the number of trains held up on routes is 2,332. And then you have stated what steps have been taken and so on. But these are also serious. In my opinion, it may not be so in his technical parlance, but I consider that every such accident is also something to be taken note of and we should not think in terms of major or minor, but try and see that all these things are avoided, which can be avoided, by your maintenance work, and by

the manner in which your loco sheds and your wagon sheds operate. The problem of heavy workload is one. I do not know whether you are indenting properly for spares or not, but I know the ingenuity of your railway workers who are there in the loco shed and who keep most of your engines running because they also do a lot of cannibalising, and I think you are equally aware of that, Mr. Minister, and if they are doing it, it is because there is something wrong about your indents and your stocks.

So, what are you doing about that? It is not merely a question of rail circuiting, not merely technical things. There is the safety question that has to be considered, and the safety officers come in. Do they go into it? What is happening to the maintenance of the engine? What is done about it? I have my grave doubts about it.

So, it is very important that there should be a comparative study of the tall claim of the railway administration and the Railway Minister. In spite of the improvement of the standard of the track structure, signalling system and so on--while on modernisation he has mentioned it--I would like to know what is being done *vis-a-vis* the ever-increasing traffic density on the railway routes, because many accidents are due to de-railment, and these are related to proper maintenance of the railway track, with the design and plant improvement and standard track structure consistent with the high rate of traffic density from year to year. What is your Research and Design Organisation doing? I would like to know this because with heavier and faster trains, only 29 per cent of your broadgauge and 10 per cent of your metregauge are assessed to be able to bear the very heavy traffic. This is one thing that the House should be made aware of at the earliest opportunity, because the Minister did not assure in his speech that he will also take note of whatever suggestions I may make when I am replying. So I hope he will take note of those suggestions.

PROF. MODHU DANDVATE: I did refer to that in anticipation.

SHRIMATI PARVATHI KRISHNAN: With regard to the yardstick of manpower for railway track inspection, the Maffin formula is not being maintained. He has told us something but he has not told us all the things that we would like to know. As the hon. Member, Shri Somnath Chatterjee has pointed out, there has been a drastic reduction of gangmen, whether it is permanent way maintenance or track maintenance. I would like to know from the Minister how many posts of PWI and engineers have been increased and how many gangmen have been decreased in number in the past few years. It would be very interesting to know that. We know, for instance, that as far as Class I and Class 2 posts are concerned, the number has increased. This is from the statistics provided by the Railway Board, even though statistics deceive us. I do not know how much more beyond it it has gone now. According to them, between 1950-51 and 1975-76, while the increase in staff has been to the tune of 56 per cent in class III and IV, in the case of Class I and II it is over 300 per cent. Where is 56 per cent and where is 300 per cent? It is very important to consider this. Because, a major part of the track is maintained by manual labour, and manual labour have got to be helped in order to see that they are not over-taxed during their work.

For instance, take the augmentation of traffic. What happens to the switchmen and signalmen? You talk of the loco running staff. They have a very powerful union. Their category had made themselves left. But what about the other categories? You have to think of them also. I would say that they are being neglected. Take the switchmen. They have to operate the levers on many of these tracks where there is heavy density, 96 times during eight hours of duty. Do you mean to say that fatigue will not creep in? It will

naturally creep in. Therefore, you have to find out whether they can be given lesser hours of duty. When you are increasing the number of trains and everybody here is giving you Subash for the super-fast trains, classless trains and so on, what happens to the poor signalman? The passengers and the Members of Parliament are giving you compliments, but the switchmen and the signalmen are a very neglected class of people. I would suggest that the hon. Minister should take up this matter immediately.

Similarly, the increased use of railway track also makes it important that you go into the working hours of the key men. When he was talking about running staff, he was talking about the number of hours and the number of posts, which have been increased and it is only recently that I have been forced to write to him about one particular part in Bihar in the North Eastern Railway—you would be interested to hear—Samastipur Division, where as far as the guards are concerned, they are very much overworked, sometimes they have to do even 72 hours duty. In 'C' grade guards, there are as many as 124 posts vacant in that division of North Eastern Railway alone and even now the Finance in the Railways are still trying to find out whether they can sanction a mere 79 posts. You are surrounded by so many rules, you are a prisoner of rules and the Rules in the Railways and in every Government Department work downwards and they do not work upwards. Rules are always quoted against Class III and Class IV employees. Rules are always examined as to how they can be quoted against Class III and IV.

You replied to a question on security that the guards are going to be given torches and lanterns. What is the good of all those things if they have 72 hours duty at a stretch? Therefore, when you are talking about loco-running staff, you talk about only the engine drivers. But what about the other

(Shrimati Parvathi Krishnan) running staff? What about the TTEs? Today, as far as security is concerned, your TTEs are equally important. I have been travelling in trains for the last three months. There are first class coaches with no conductor-guards. Why? Because that train is assigned only one conductor-guard. There is one first class coach right in front of the train. But because it is dieselised, you have got 16 coaches and the last coach is also a first class coach and the conductor-guard is rushing up and down from one coach to another. If a passenger gets down at an intermediate station, what happens? The door is left unlocked and an unauthorised person can come in. Does not the security get affected? You may say that the passengers in the first class coaches are safe in their cabins. But some of them at least do require to visit the toilet or something and what happens when they come out? Take the II class sleeper coaches. Are they totally manned? No. I am talking of the sleeper coaches, where it is not a vestibule train. You have one conductor-guard or TTE for two coaches. I have seen it in the Trivandrum Mail when I have been going from Coimbatore to Madras. Then how can you say that security will be provided? It is not only a question of getting into a huddle with the police and the State Governments. I would like the Railway Minister to take this matter very seriously. Whenever a question comes, every time we have raised this matter, we are told the yardstick, this is all that can be there, etc. There is today an under-manning as far as the conductor-guards and TTEs are concerned. Your norm should be one conductor-guard for each coach, come what may, whether it is a vestibule or non-vestibule train and he would have to be responsible for seeing that the door is locked or unlocked as the case may be. You know, what happens when a passenger gets down at an intermediate station?

PROF. MADHU DANDAVATE: That means, 8000 passenger trains multiplied by 18 coaches..

SHRIMATI PARVATHI KRISHNAN: Have it. It will also help you to achieve the objective of solving the unemployment problem in ten years. Otherwise, what security do you give to the passengers? Anyway, that should be. The conditions in which they work is bad. The TTEs do not have even a seat to sit on, they perch at the end of the berth of some passenger. I will show you the replies that you have given in the matter. I am not reading them out here because of lack of time. But this is the problem, they do not have seats in every coach and they have raised it and the ICF have now said 'yes, we can provide that', but this has to go to the Railway Board and also go through the barrage of rules and perhaps in the year dot, when you and I may not be here, it may be sanctioned. Then, the Finance Ministry, Mr. Patel also, will have to be nudged about it and so on.

Lastly, I come to the conditions of the workers and the whole problem of industrial relations. Don't tell me that the Industrial Relations Bill has been introduced. He always takes shelter behind that. There is something wrong with the industrial relations in the Railways. If a particular section of the workers are able to hit him hard enough, he responds. But they have to reach him through the whole buffer that he has got, the Railway Board....

PROF. MADHU DANDAVATE: I may just remind the hon. Member that on 24th of March, 1977, I became the Minister of Railways and within three days, while presenting the first Railway Budget, we saw to it that all those who were retrenched during the strike came back and, within six weeks, they came back. Nobody had to pressurise me. I do not think any pressurisation is necessary. There might be financial constraints. No pressurisation is necessary about their legitimate demands.

SHRIMATI PARVATHI KRISHNAN: I have never hesitated and I have been second to none in appreciating the action that the Railway Minister took



Accidents at Sarai  
Gopal Level Crossing & Naini Stn. (Motn.)

in reinstating the victimised workers. But he cannot take shelter behind that one act all the time. What I have been saying is, why is it that he could not go one step further? Last time, in May, 1974 the discussions with the workers on their demands were left unfinished. He promised us bonus. What has happened to bonus? Is it because of the Bhoothalingam Committee which says, no bonus to the railwaymen? The Railway Minister has written to me saying that the railwaymen are better paid than anybody else if you take everything that they get into consideration and so on. So, let him not every time remind us of that one good act of reinstatement let him not take shelter behind that one good act. There are many distortions and aberrations in the Railway Ministry which he has to look into.

For instance, why is it that the office bearers of the recognised federations get certain protection even when their transfer is suggested at the instance of the vigilance organisation? If this is correct, is it moral? Just because he is an office bearer of a recognised federation, even where the vigilance officer has come out with a report against him, he gets protection in the matter of transfer. Is it proper? I want to bring to his notice thousand and one things that are happening in the huge Jaggernant Rail Bhavan. Of course, one man cannot do everything. I am not accusing him. All those sections of workers who are in a position to act in an organised way, you do lend a hearing to them. But I do not think you always take action.

While talking about railway accidents, talking about human failures and the need to see that the demands of the railwaymen are satisfied, it is not that we say that they will be responsible for accidents if they do not get bonus. Not at all. But the fact remains that the demands of the railwaymen still remain unfulfilled. Certainly, when you give them their bonus, it is their

just and right demand. When you sit down with them at the table and talk to them about their wage structure, then you will certainly find that many other problems also be brought to your notice. The efficiency of the railways can be increased and improved by taking the railwaymen the railway workers, more in confidence and by seeing that the officers do not continue to rule the roosts based on rules under the Indian Railways Act of 1905.

MR. CHAIRMAN: Now, a substitute Motion has been moved by Shri Yuvraj: does he want withdraw it?

He is not present. Since he is not present in the House, I shall put his motion to the vote of the House.

*The substitute Motion was put and negatived.*

MR. CHAIRMAN: The discussion has now concluded. Let us take up Half-an-Hour Discussion now.

18.31 hrs.

HALF-AN-HOUR DISCUSSION

FALL IN SUGARCANE PRICE

श्री रामानन्द विचारो (बकसर) :  
सभापति जी प्रश्न संख्या 4 के 17 जुलाई, 1978 को विदे गये उत्तर पर विचार करने के पहले मैं सरकार के मंत्रियों से एक निवेदन करना चाहता हूँ कि जितने प्रश्नों के उत्तर माते हैं, जो इंप्रोकेट हैं, इंप्रोकेसी छाया हुई है, वह मंत्रियों के मुख से गलत उत्तर कहलवार्ते हैं। अगर ये गलत नहीं कहलवाते, तो यह स्थिति उत्पन्न नहीं होती। यही नहीं, अतारक्त प्रश्न जितने जाते हैं, उनमें से 80 प्रतिशत के उत्तर भ्रामक, गलत और झूठ होते हैं। ऐसा लगता है कि हमारे मंत्री नीकरवाहों के इंप्रोकेट बनल है, जब कि उन्हें जलता का होना चाहिये।