

[श्री शिव चन्द्र भा]

राशि को कम कर दें तो आपके दोनों हाथों में लड्डू रहेंगे।

16.02 hrs.

MOTION FOR ADJOURNMENT—*Contd.*

Failure of Government to ensure Security to Public Travelling on Railway—*Contd.*

MR. DEPUTY-SPEAKER : Now we shall take up the adjournment motion.

SHRI UMANATH : (Pudukkottai) We would like to know when the Prime Minister is going to make a statement on the stay granted by the Supreme Court.

MR. DEPUTY-SPEAKER : Before we adjourn for the day. I will get the information and communicate it to the House.

SHRI UMANATH : Let us know from the Government. The Minister of Parliamentary Affairs, and Shipping and Transport (Shri Raghu Ramaiah) : I will find out and let you know.

SHRI HEM BARUA : (Mangaldai) Mr. Deputy-Speaker, Sir, I move :

“That the House do now adjourn”.

During the Budget Session we were provided with certain papers and the papers told us that the number of accidents in this country had gone down. This might be so statistically but there is a difference between minor accidents and major accidents. Some major accidents have taken place in the country during these days involving large loss of human life and property. There is a tendency in this House on the side of Government to tell us whenever a major accident takes place involving life and property that there are accidents taking place in foreign countries also. That is the pet plea of Government to justify accidents in this country. Shri Parimal Ghosh did that long back in the Rajya Sabha, I remember.

Whatever that might be, why do you compare this country with other countries in eddities? There is a comparison in odd ties only. Because you are a thief therefore I should be a thief, is no argu-

ment at all. Because railway a accidenten take place in other countries therefore railway accidents in this country must be condoned, cannot be an argument likewise. That might be an eye-wash but that is no argument at all.

We talk of socialism but socialism does not mean encouragement to inefficiency. That is what is happening in the country. We talk of socialism has become an encouragement to inefficiency in the country. Therefore the Minister should know that there should be an improvement in efficiency so far as the working of the railways is concerned. When Dr. Ram Subhag Singh became the Minister of Railways, I thought, possibly a little bit foolishly, that he will be able to impart some dynamism into the the working of the railways and the matters will improve. But the matters have not improved at all. It is becoming worse everyday.

I can tell you the North-East, Frontier Railway are the worst managed railways in the country. You find railway bogies without lights. I remember, on 6th January, 1958, a bogie came down from Gauhati to Barauni without any light whatsoever. There were women and children in that bogie. Then, I saw another train standing near the station, next to Barauni—I was going to some destination possibly in Bihar—and I found a Third-class bogie without any light. Why this negligence I do not understand. There is negligence somehow or other rather mounting up. I want to tell you India expects every man to do this duty. To forget this basic fact is a crime. We are committing this crime by neglecting duty, whoever he or she might be. This is what is happening.

Then, on 16th July, I found the fans in a first class compartment not moving, right from Siliguri, and I went on reporting the matter and there was nobody to attend to that. There is always a pet argument saying there is a mechanical defect. Why don't you remove the mechanical defect if there is any? Why don't you attend to the efficient working of the railways? Why don't you improve the technical efficiency of the railways. You do not do that.

There was the accident on Allahabad-Gorakhpur line. That was a tragic accident. People died in hundreds. What about the inquiry? An inquiry is held into the accident. By whom? It is held by the Department concerned. Why should that be? The enquiry was held by the Railway Safety Officer from Calcutta. My demand is that whenever an accident of this nature takes place, it is always better to entrust the inquiry into that accident to a judicial commission. But this is not done.

Then, there is a difference of opinion about the cause of the accident. The railway people said that the accident was due to sabotage whereas the U.P. police said that the accident was due to some other reason. There is a difference of the opinion whenever an accident takes place. It is also a pet argument to say that the accident is due to sabotage. Whenever an accident takes place in Assam, it is the easiest way to say that it must be due to sabotage because of the activities of the Naga hostiles. You must not try to cover up your inefficiency or lack of vigilance so far as track is concerned with that pet argument.

Dr. Kunzru Report has said that the traffic has gone up in this country during these years after Independence. This is a fact. But with the traffic going up, the responsibility lies with the authorities to see that the track is managed properly. The track is not managed properly. A heavy train is put on a track that was constructed during the British raj. I have seen a train moving and the track going down a little and the rails coming up. What is this? Whenever an accident takes place, you say, it must be due to sabotage. This is a pet argument, sabotage, sabotage. I am sick of hearing this.

It is said by the railway authorities that the accident on the Allahabad-Gorakhpur line near the bridge is due to sabotage. But then there was doubts about it. Therefore, I demand that there should be a thorough probe into the matter in order to find out the real truth. The real truth must be found out. In the train, there were men, women and children travelling. I have come to know of a child whose head was smashed into pulp because of the accident. So many

people died in that accident. The railway engine also fell down off the track and some bogies fell into the river. It was a gruesome sight to witness.

Another accident that occurred was that a goods train collided with the Asansol-Puri Passenger. What was the cause of that accident? You cannot tell us that the accident took place due to some people removing the fish-plates from the track. How can it take place? Here was a passenger train that was about to go out of the railway platform; a goods train came and dashed against it. How could the goods train come before the passenger train was out of the platform? Nobody has enquired about it. This shows negligence of duties. They gave clearance to the goods train to come to the Station on that particular line. The goods train came and dashes against the passenger train and smashed so many wagons and killed so many people. The statement says that the Minister of State visited that spot. He was late in visiting the spot. The pet argument for that is that there was no plane available due to bad weather. On that particular day, the flight was never cancelled. Still he was late. He visited the injured people in the hospital, but he forgot the injured people who belonged to the Railways, his own Department. This is what is happening. That was a gruesome sight, a tragic sight. It pains me to say that people are dying like cats and dogs in this country because of negligence, because of inefficiency. What does an Indian citizen expect? He expects from any Government, to whichever party it might belong, at least some security, some safety and some law and order. There is absolutely no security. When you get into a train, you have to say 'Good Bye' to your friends and relatives because you do not know whether you would reach your destination—you might reach or might not reach. I there might be an accident and might die. I say this because of these experiences. If you compare the number of accidents taking place in the railways with the number of accidents taking place in airlines, you find a vast difference. Why? I think, you know that India is the only country where more people die traveling by rail than in any other country. It is said that in other countries also people die due to railway accidents. To that I would say that it is

[Shri Hem Barua]

merely an eye-wash, just to cover up one's own inefficiency. Whatever that might be; this was a tragic incident and it was demanded that the Railway Minister must resign. I would say that that would be an emotional slogan and I do not want to indulge in this emotional slogan. But I want him to improve the efficiency, the technical efficiency and the administrative efficiency, of the Railways. There is a Railway Board constituted of certain big officials, top officials. Railways are the only Department where you find duplicate efforts — there is the Ministry and there is also the Railway Board. There is duplication of effort so far as the Railways are concerned. Whatever that might be, there are men in the Railway Board. I would like to know why is it that these people have not tried to increase the efficiency of the Railways. Are they there only to swallow big salaries every month? Are they there for nothing? A demand was made on the floor of the House that Government should gear up its machinery. But somehow these men in the Railway Board are so powerful that the Railway Minister has also yielded to them. That is the misfortune of this country, I should say. There is lack of efficiency in the administrative apparatus. When accidents took place, whether on Asansol-Purilane or on Allahabad-Gorakhpur line, there was colossal administrative failure. There is no doubt that. When there is colossal administrative failure and inefficiency in the working of Railways, why should you have a Board? It is supposed to see and supervise that the railways work efficiently but it is not doing anything. We have a Board, we have top officials there. What for are they there? I would say that, instead of the Minister resigning, the Railway Board people must resign; or else, they should run the railways efficiently.

SHRI NAMBIAR (Tiruchirappalli) : Let them at least tender their resignation.

SHRI HEM BARUA : There may not be any voluntary resignation because these peoples are such that they would not voluntarily resign. If they do not voluntarily resign, why don't you kick them out of office? Why don't you sack them? You cannot allow Indians to die like cats and dogs. There were allowing Indians to die

like this. Why can't you sack them? Unless they improve the efficiency of the railways and can give an assurance to the Minister and the Parliament that they would improve the efficiency of the railways, drastic measures should be taken against them.

What happens when an accident takes place? It is the man at the lowest level who is punished. When he finds that the top man goes scot free, naturally he gets demoralised. Anybody who is responsible for any failure in the railways should be properly dealt with. The railway property is stolen like anything. I was travelling in a compartment where there was a looking-glass, a mirror, in the bath room; two days later when I travelled by the same compartment, I found the mirror missing; somebody had stolen it. I must tell you that we, Indians, have lost character. Do we have any character? Do we love our country? Do we want to do anything for this country? We, Indians, do not have any character. We are aggressive people. We want our individual prosperity only; if not by sweat of labour, it must be through pilferages. That is what is happening in this country. I have seen this with my own eyes.

SHRI R. D. BHANDARE (Bombay Central) : please do not make sweeping statements.

SHRI HEM BARUA : There are some honourable exceptions, I would say. But at the same time, there are people who are responsible for all these things. I will say we have encouraged the workers to demand their rights as a matter of right. But have we encouraged them or inspired them in the matter of their responsibilities towards the society? We have not done that. Responsibilities and rights go together. When there is demand for the rights, there should be demand coming from us for responsibilities towards the society also. The society cannot live in a vacuum. The society cannot live on emptiness. That is what is happening in this country. I would say that the Railway Minister is now here. He may be here or may not be here. Ministers come and Ministers go. The present moment is so critical that you do not know who exists and who does not exist, who may

exist and who may not exist. It is like a pretty girl going to an opera being teased by eve-teasers flinging her shoes. Just like that Shri Morarji Desai was thrown out of the Indian Cabinet. That can happen to any Minister now. Therefore, I would say that the Railway Board, which is the permanent feature of the Railways, must be held responsible for all the accidents. May I, therefore, submit that the responsibility for running the Railways in proper condition lies more on the Railway Board than on the Railway Minister, whoever that Minister may be? I only expected that Dr. Ram Subhag Singh would be able to impart some of his dynamism in the working of the Railways which he has not. There are about one million workers and I am told that you go on appointing Commissions and Committees. These Commissions and Committees make certain recommendations. But these recommendations are put in the cold storage. The Kunzru Committee, for instance, made some recommendations about the safety of the Railways. But the thing is this: you have not implemented most of the recommendations concerning safety.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): We have implemented them.

SHRI HEM BARUA: If you have, how could accidents of Jajpur type happen?

SHRI NAMBIAR: There is another Committee to go into the question whether these recommendations have been implemented or not.

MR. DEPUTY SPEAKER: You will get your opportunity to speak. There are committees and commissions.

SHRI NAMBIAR: And accidents are on the increase.

SHRI HEM BARUA: Their recommendations are not implemented. That is the trouble in this country. Disraeli once said that whenever you do not want to do a thing, appoint a committee. This is the policy followed by the Disreli of our Government, to appoint one committee after another. Now they have appointed the Wanchoo Committee to go into the recommendations of the Kunzru Committee, the

extent to which those recommendations have been implemented. These commissions spend money and accidents go on increasing. The Parliament is told that there is a decrease in the number of accidents.

Let us not forget that there is a difference between minor accidents and major accidents. The two accidents that took place, on which the Minister was going to make a statement—he has made a statement already because the papers have been circulated to us—were major accidents. These accidents happened in spite of the recommendations which Government say they have implemented, but which we say they have not. Also the accidents are increasing in number.

Therefore, something must be done by Government to see that these accidents are brought down to the minimum, if not completely eliminated.

I concede that Dr. Ram Subhag Singh is not responsible for these accidents. At the same time, I would remind him that the late Shri Lal Bahadur Shastri suffered from moral qualms and resigned.

SHRI NATH PAI (Rajapur): After one accident.

SHRI HEM BARUA: Dr. Ram Subhag Singh can also suffer from moral qualms as Shri Shastri did and resign voluntarily. His resignation would not improve matters. But I would say that the sacking of the Railway Board should be taken up by the Minister concerned. He is a bold man. Let us see how bold he is.

MR. DEPUTY SPEAKER: Motion moved:

“That the House do now adjourn”.

SHRI KRISHNA KUMAR CHATTERJI (Howrah): I have no hesitation to oppose the adjournment motion moved by Shri Hem Barua.

SHRI S. XAVIER (Tirunelveli): He wants accidents?

SHRI KRISHNA KUMAR CHATTERJI : If it means that, I am prepared to accept the position.

This adjournment motion is a politically motivated one and not moved by human considerations or humanitarian thinking. It will not even serve the purpose of improving the efficiency of the railway system as such. Therefore I am opposed to it. But if the intention of the Mover is to bring to the notice of the Railway Minister the immediate necessity of having a rethinking about the functioning of the Railway Board and the constitution of the Board, I am prepared to accept that position.

We have to remember that in the matter of railways there are two aspects, the operational system and the policy making aspect. The latter is the Minister's job. I am told the Railway Board was constituted by a resolution adopted in 1956. It is an out-dated resolution and the time has perhaps come to have the Railway Board function in a different climate altogether. Today, there is no doubt that the operational side of the Railway Board is at fault. May I remind the House that I am the severest critics of the functioning of the railways in this country? But have also to remember another aspect. Do hon. members opposite really care for human lives? I have seen *morchas* organised by the opposition friends for the purpose of creating conditions where bullets have to be fired and hundreds have had to face them. I come from West Bengal where processions have been taken out at the initiative of the present Government in power, to face bullets. People are killed or injured in hundreds. Therefore, I am not prepared to accept this adjournment motion on that ground alone that accidents are killing human beings. Accidents are accidents. Anybody who knows the dictionary meaning of that word knows that nobody can guard against accidents. There may be human failure; there may be mechanical failure also. An adjournment motion on the flimsy ground of accidents is not proper and does not fit in with the position of this august House and the national purpose for which this House has to function.

I always welcome constructive suggestions from hon. Members on how to prevent

sabotage on the railways for political reasons. Who does not know that sabotage is the order of the day in the political atmosphere created for political reasons. It is easy to say that accidents are to be guarded against by the Railway Minister. I am not only a strong supporter of the present Railway Minister for the dynamic push he has given to the railway functioning: I yield to none in criticising him too. But I say again that he has given a new drive to the railway functioning. Therefore, if the adjournment motion is directed against the Minister I am tooth and nail opposed to it. But if its purpose is to bring to the notice of the Railway Minister some defects and initiate re-thinking about the functioning of the railway board, I am with them, not with the adjournment motion as such. It is essential to do some re-thinking about the functioning of the railways under present conditions. We all know the railways are functioning in this country for almost 200 years; their machinery is out-dated. All their needs cannot be financed by their resources alone. Even today in the Railway budget there is a deficit. Therefore, it will be wrong to accuse the Railway Minister of failure because some accidents took place. I am sorry that some lives were lost and nobody feels as much as I do for the tragic nature of these accidents. Then after all accidents happen any time under any Minister. I throw a challenge in this House: let anyone occupy the position of the Railway Minister and safeguard against all future accidents. There is nobody who can accept that challenge.

SHRI V. KRISHNAMOORTHY (Cuddalore) : I am accepting the challenge; let him quit office.

SHRI K. P. SINGH DEO (Dhenkanal) : Mr. Deputy Speaker, it has become a ritual now that almost in every session we have to raise a discussion of this nature, an adjournment motion regarding railway accidents. During the last couple of years, the loss of property whether private or national, whether in the form of goods, merchandise or railway wagons is colossal. Some of them are insured and the owners get something in return and in the bargain the Government has to pay a tidy sum in the form of compensation and other things unnecessarily.

Answering a question last year, the hon. Minister said that the amount of compensation paid by the railways during 1967-68 was Rs. 2.45 crores and property damage due to accidents was Rs. 1.30 crores.

16.30 hrs.

[SHRI VASUDEVAN NAIR *in the Chair*]

According to answers given here, in 1964-65 there were 1293 accidents resulting in 240 deaths and loss of property worth Rs. 71 lakhs. In 1965-66 there were 1200 accidents resulting in 123 deaths and loss of property worth Rs. 84 lakhs. In 1966-67 there were 1097 accidents resulting in 306 deaths and loss of property worth Rs. 97 lakhs. There were 1111 accidents in 1967-68 leading to 233 deaths and loss of property worth Rs. 1.49 crores. The loss of human lives running into hundreds is really shocking and distressing. Neither insurance nor anything can bring back those lives which are lost due to no fault of their own, nor can the bereaved families be compensated for the loss of their dear ones.

As on previous occasions, the Government appointed in 1961 the Kunzru Committee, under the chairmanship of Pandit Kunzru after three serious railway accidents, and that too only when Parliament and the press were agitated. The terms of reference of that committee were to consider the question of train accidents on the Indian railways and to suggest measures by which they can be further improved.

The Kunzru Committee's analysis was that human failure was the single largest factor that is, the failure of the station staff, was responsible for 32 per cent in the broad gauge and 42 per cent in the metre gauge. 18 per cent of the accidents was due to drivers. 50 per cent of the accidents are caused by the railway staff by violating safety rules and regulation.

Then the analysis of derailment given by the Kunzru Committee either by the failure of operating staff or by some defect in the track, shows that 27 per cent was by failure of staff, 25 per cent by the failure of station staff, nine per cent by drivers, 10 per cent by engine defects and three per cent for tampering with tracks.

Then, breaches of basic rules of safety were responsible for 30 per cent of the accidents; 23 per cent by despatching trains without permission, and 37 per cent by drivers either entering the sections without authority or improper authority.

The extent of safety of travel is generally judged by the number of passenger casualties and the damage caused to public and railway property. The responsibility for improving the safety record on the Indian railways rests squarely on the railway administration. In doing so, no consideration of cost should come in the way, as accidents are cumulative, very costly and are a source of waste of money, material and energy. This what the Committee suggested.

The Wanchoo Committee has given its Part I report, in which it is said that very little has been done to implement the Kunzru Committee's recommendations. Then we come to the Wanchoo Committee which will be submitting its final report soon. I may point out that it was set up as a result of another two serious accidents last year. It took five years for not implementing the Kunzru Committee's report fully, and it was also necessary for appointing another Committee to review the Kunzru Committee's report after two serious accidents, one on 19-3-1968 on the Southern Railway and the other one on 30-3-1968 on the Northern Railway, in which there was a lot of loss of property as well as life and limb, and it again agitated the public mind.

The Government is very fond of appointing Committees after the thing has happened, and when the public has become less agitated, the whole thing is put into cold storage. Whether the accidents are due to negligence or sabotage indulged in by anti-national or anti-social elements is of little consequence to the travelling public. What is important is, these accidents shatter the confidence of the travelling public, those who travel by train.

The crime on the railways has also been on the increase. It is also responsible for a lot of these derailments and accidents. I hope the Railway Minister will take strong steps to bring the offenders to book and do justice speedily.

[Shri K.P. Singh Deo]

Take the recent accidents which have happened near Varanasi and Jaipur where more than 200 people were killed and more than 400 people were injured in both these accidents. One of the reasons is that the trains were overcrowded, may be due to religious functions or *melas* or festivals, for which I blame the railway administration squarely for allowing such overcrowding, and for not making suitable arrangements for them.

Coming to the question of human failure : there are a multiplicity of causes for human failure. First there is the lack of morale ; there is discontentment among the supervising staff ; there is indiscipline which has been tolerated so far and on which the Railway Board has been quietly and smugly sitting without doing anything. There is interference in the day-to-day administration whether in the form of politicians or in the form of trade union leaders who interfere for the promotions and transfers ; thereby resulting in loss of efficiency. This has become the order of the day for any nationalised sector.

Secondly, there is technological backwardness. In other countries they have the automatic train control or ATC. It has yet to be introduced in our railways. It is a device by which even if the driver falls asleep or due to some other reason he does not stop the train when the traffic signal is down the train automatically stops. Then there is the track circuiting which should be taken up immediately, which will also minimise the mischief created by indiscipline and negligence on the part of the railway staff.

The Railway Minister has in a very snug and satisfied manner referred to the speed of the train as 75 km per hour which is the allowed speed but when compared to the speed of trains in foreign countries it is only bullock-cart's speed. He is lucky that our trains are not moving at more than 75 km an hour because otherwise there would have been more number of accidents and greater loss to life and property.

I would once again take this opportunity to congratulate the school students and college students of Jaipur who immediately after the accidents and before the railway

authorities could do anything arrived at the spot and associated themselves with the evacuation of wounded passengers and rendering medical and other aids to the passengers who were very seriously wounded. I congratulate the civil authorities also in Jaipur who came to render relief immediately without any hesitation.

Before concluding I should like to make it clear that I on behalf of my party will not associate with the adjournment motion. We shall abstain because this is a political issue and it is not due to any fault of the Minister that these accidents have happened. These have happened due to human failure and I hope the Minister will take it up strongly with the Railway Board and also take very strong action even against the General Managers of the sectors concerned. He must take strong action against the personnel who have been responsible for the loss of so much life and property during these two accidents.

श्री रणधीर सिंह : (रोहतक) : चेयरमैन महोदय, जो अदम-एतमाद हाउस के सामने आया है, उसकी में पुरजोर मुखालफत करता हूं। अगर एक डाक्टर भी किसी मर्ज की दवा न कर सके तो फिर यह कहना कि दवा में हमें यकीन नहीं है और डाक्टर में भी यकीन नहीं है, यह कहां तक ठीक है। डाक्टर राम सुभग सिंह जैसे गरीबों के साथ हमदर्दी रखने वाला इंसान और वह आदमी जो महसूस करता है दिल से, जिस में सिसियेरटी आफ परपज है और जिस में लगन है महकमें में काम करने के लिए और आपने देखा कि वह पहले मिनिस्टर हैं जिन्होंने महसूस किया कि देहात का किस में फायदा है और किसानों का किस में फायदा है और टिकेटलैस ट्रेविल को रोकने के लिए क्या करना चाहिए, उस के लिए जजबात में बह कर यह निर्णय लेना कि चूंकि यह हादशा हो गया और फलां हादशा हो गया, इस वास्ते वजोर साहब जिम्मेदार हैं, ठीक नहीं है। मैं यह कहता हूं कि सारे हाउस में ट्रेजरी बेचेंज में कोई भी ऐसा आदमी नहीं है जो यकीन से यह कह दे 100

फीसदी कि एक साल, दो साल या तीन साल में कोई एक्सीडेंट नहीं होगा। मैं यह तो कहूंगा कि पूरे आपोजीशन में कोई इस जिम्मेदारी को लेने को तैयार हो तो...(व्यवधान)...

कई माननीय सदस्य : हम संभालेंगे।

श्री रणधीर सिंह : जज्जबात में मैं कोई बात नहीं कहता। असल बात यह है कि मैं रियेलिस्ट हूं। यह सारे तो यहां इकट्ठा हो गये हैं जो सिर्फ बात ही बात करना जानते हैं। मैं यह कहता हूं कि जज्जबात की बात नहीं है। जो एक्सीडेंट होते हैं उन से किसी को कोई हमदर्दी नहीं है। एक्सीडेंट जो होते हैं इस का हमें बड़ा दर्द है। लेकिन हम जब सारी बात का कंपीरिजन करते हैं, यहां तक कि अपने देश का बाहर के देशों से करते हैं और इस देश का रेलवे सिस्टम बहुत बड़ा सिस्टम है दुनिया में और हजारों-लाखों मील का सिलसिला है जिस में करोड़ों लोग यात्रा करते हैं, आपने देखा होगा कि छोटे-छोटे देशों में भी जहां कि थोड़ी रेलवे है, वहां भी खतरनाक डिजास्टर्स होते हैं और कौन सा ऐसा देश है जहां नहीं होते हैं। यह तो कुदरती चीज है। हम अपनी कार चलाते हैं, एरोप्लेन चलाते हैं उनका भी एक्सीडेंट हो जाता है, समुद्री जहाज का एक्सीडेंट हो जाता है। जो देश बहुत बड़े देश हैं, अमरीका जैसे देशों की बात मैं कहता हूं जहां ज्यादा से ज्यादा ऐफीशियेंसी बतायी जाती है, वहां सुना गया है कि लाजंस्ट नम्बर आफ एक्सीडेंट्स हैं। जापान में जो बहुत आगे बढ़ा हुआ है, जहां कि बेहतरीन रेलवे है, वहां भी हिन्दुस्तान से कई गुना ज्यादा एक्सीडेंट्स होते हैं। तो मैं वहां तक उसमें भाईयों की व बहनों की जानें गई हैं उनको दुःख हुआ है, जहां इनको हमदर्दी है, हमको इनसे ज्यादा हमदर्दी है। मैं यह कहना चाहता हूं कि हर एक बात को सियासी नजर से नहीं देखना चाहिये। ये हमारे भाई जो

बैठे हैं, इनको चौबीसों घंटे कुर्सी की फिक्र रहती है। मैं आपकी माफ़त उन से कहना चाहता हूं कि डा० राम सुभग सिंह से ज्यादा हमदर्द, दिल से काम करने वाला मुझे उधर भी कोई आदमी नजर नहीं आता। जहां पर मामूली मामूली बात में अजानमेंट मोशन लाना यह हाउस की तोहीन करना है, अपनी मजाक उड़ाना है। कल एक बस गिर जाये तो अजानमेंट मोशन आ जाएगा, परसों एक पुल टूट जाये तो अजानमेंट मोशन आ जायेगा, एक तार खराब हो जायेगा, हवाई जहाज गिर जाएगा तो अजानमेंट मोशन आ जायेगा। यह पार्लियामेंट की तोहीन है। मैं यह समझता हूं कि इन भाईयों के पास और कोई मामला नहीं है और यहां कहने को। इनको छोटी छोटी बातों पर बोलने के लिए मसाला चाहिए। लेकिन डाक्टर साहब से मैं एक बात जरूर कहना चाहूंगा।

चेयरमैन महोदय, जहां हमारा एक्सीडेंट का लोबैस्ट परसेन्टेज है वहां मैं यह चाहता हूं कि लोबैस्ट भी नहीं होना चाहिए। उसको हम कैसे दूर करें। उसका इलाज क्या है, वह मैं समझाऊं। वह यह है कि आप एक लोमन प्लेस्टे मिमिस्टर हैं। आप हर एक स्टेशन पर शहर के लोगों की हैल्प लीजिए, स्टूडेंट्स की हैल्प लीजिए। जहां जहां ये हादसे होते हैं वह इस वजह से होते हैं कि बारिश से पटरियां कमजोर पड़ती हैं या क्रासिंग पर फाटक नहीं हैं वहां होते हैं। या जो चीनी ऐलीमेंट है उसका तो कहीं हाथ नहीं है, यह भी आपको देखना चाहिए। आखिर वजह क्या है कि ये एक्सीडेंट्स होते हैं। अगर उसमें यह भी है कि कहीं ओवर-क्रासिंग से कहीं ज्यादा काम हो तो शायद नौद आ जाए, वह भी हो सकता है। तो मैं यह चाहता हूं कि इस किस्म के जो ऐलीमेंट हैं उनको तो देखना है। ह्यूमन ऐलीमेंट से ही एक्सीडेंट होते हैं तो उसका क्या परसेन्टेज है, उसकी छानबीन करनी है। इस बारे में

[श्री रणधीर सिंह]

जो कमेटी की रिक्मंडेशन है उनको आपने इंप्लीमेंट क्यों नहीं किया। उसको इंप्लीमेंट किया जाए और इसके अलावा एक प्रोविंग बांड आप बनाइये। जो बात उन कमेटीज में इन्क्वायर नहीं हुई उसको देखें। वह देखे कि यह जो ट्रेड यूनियन वाले हैं, इनका तो कहीं हाथ नहीं है। ताकि हर रोज यहां अड्जानमेंट मोशन आये और पार्टी को और सरकार को बदनाम किया जाए और अगर इनका हाथ है तो इनको भी पकड़कर जेल में दें। मैं आप से कहना चाहूंगा कि आप देखें कि इस में सयासी एलिमेंट का हाथ तो नहीं है, ट्रेड-यूनियन का हाथ तो नहीं है, चीनी और पाकिस्तानी एजेंट्स का हाथ तो नहीं है। कई किस्म के एलिमेंट्स काम करते हैं। ह्यूमन एलिमेंट भी होता है, नैचुरल एलिमेंट भी होता है और पोलिटिकल एलिमेंट भी होता है। आप उनके बारे में रिसर्च कराइये। जो किसान का बेटा है, देहाती का बेटा है, वह बहुत कुछ जानता है। आप अपने तौर पर, अपने लेवल पर जांच करवाये। उस में पार्लियामेंट के आदमी भी लीजिए, पोलिटिकल पार्टीज के आदमी ले लीजिये, कांग्रेस के आदमीयों को ले लीजिये और देखिये कि क्या वजह है कि इतने ऐक्सडेंट्स होते हैं और तरीके सुभाइये कि 2 या 3 परसेंट जो ऐक्सडेंट्स वर्ल्ड में होते हैं उन से कम होते हुए भी और कम हो। मेरी भगवान से प्रार्थना है कि मंत्री महोदय के दौराने वजारत 2 परसेंट ऐक्सडेंट्स भी न हो। जो तहकीकात हो उसका नतीजा यह निकले कि लोगों की हिम्मत न हो वह गवर्नमेंट के खिलाफ कोई बात कह सकें।

मैं समझता हूं कि कोई वजह नहीं कि ऐडज-नमेंट मोशन इस बात पर पेश किया जाये। यह मजाक समझ में नहीं आता कि छोटी छोटी बातों पर ऐडजनमेंट मोशन पार्लियामेंट में आये। यह हिन्दुस्तान की पार्लियामेंट है। मैं

डाक्टर साहब से कहूंगा कि चूंकि उन की नोटिस में यह एक बात आई है कि वह इसकी सरियस नोटिस लें ताकि आइन्दा इस किस्म की कोई शिकायत न हो।

मैं पुरजोर तरीके पर कहना चाहता हूं कि यह ऐडजनमेंट मोशन गलत है और इस की मुखालिफत करता हूं। रेलवे मिनिस्टर ने बहुत अच्छा काम किया है, हमारी पार्टी ने और और हुकूमत ने बहुत अच्छा काम किया है और मैं उसकी सराहना करता हूं। मैं इस ऐडज-नमेंट मोशन की पुरजोर निन्दा करता हूं।

SHRI S. K. TAPURIAH (Pali) : He claims that the figure of accidents in our country is the lowest in the world. Will he substantiate it ?

MR. CHAIRMAN : That is his opinion.

SHRI S. K. TAPURIAH : He cannot say wrong things in the House.

MR. CHAIRMAN : That cannot be helped.

SHRI JYTIRMOY BASU (Diamond Harbour) : He had been questioning the Chair's verdict of admitting the adjournment motion.

MR. CHAIRMAN : He is free to express his views.

SHRI S.M. BANERJEE (Kanpur) : This was the speech of the lowest man.

श्री रणधीर सिंह : मैं चीनी एजेंटों के खिलाफ कहता हूं।

SHRI NAMBIAR : I must be excused for saying that this was the worst speech he has ever made.

श्री ओंकार लाल बेरबा : सभापति महो-दय, अभी जो स्पीच हुई वह सारी की सारी डा० राम सुभग सिंह के सम्बन्ध में हुई। माननीय सदस्य ने, जो हरियाणा से आते हैं, इतना मक्खन लगाया, इतनी खुशामद बरामद

की, जिस का ठिकाना नहीं है। अगर यह इसी तरह से चलता रहा तो ऐक्सिडेंटों की संख्या बढ़ जायेगी। उन को तो पूछना चाहिए था कि यह ऐक्सिडेंट्स किस कि गलती से हुए और बतलाना चाहिए था कि उन को रोकने के लिए क्या करना चाहिये। आज जो सत्ताधारी पार्टी बँठी हुई है सामने उस को थोड़ा नीचे देखने की जरूरत है लेकिन वह इतने ऊँचे हो कर बोल रहे हैं। उनको इस के लिए शर्म आनी चाहिए। एक ऐक्सिडेंट होते ही श्री शास्त्री ने रेलवे मिनिस्ट्री छोड़ दी थी, पाटिल को पब्लिक ने छोड़ दिया था और डा० राम मुभग सिंह को पार्लियामेंट ने छोड़ दिया। मंत्री महोदय को फौरन ही मंत्रिपद छोड़ देना चाहिये था, लेकिन वह जम कर बैठे हैं।

मैं समझता हूँ कि जितने भी रेलवे ऐक्सिडेंट्स होते हैं वह दो तीन कारणों से होते हैं। एक तो यह है कि रेलवे विभाग ने अपने कर्मचारियों के काम का समय बहुत अधिक निर्धारित कर दिया है। एक एक गार्ड और एक एक ड्राइवर को आठ आठ घंटे से लेकर चौदह चौदह घंटे तक बल्कि कभी कभी चौबिस चौबिस घंटे तक काम करना पड़ता है। एक ओर तो रेलवे मंत्रालय स्टाफ में कमी करने की बात कहता है कि स्टाफ कम किया जाय तो इतने करोड़ रुपये बचेंगे, लेकिन जितनी भी कमी वह दिखलाता है उतना रुपया उसको ओवरटाइम में देना पड़ता है। आप किसी भी आदमी की लागवुक उठाकर देख लें। चौदह चौदह से बीस बीस घंटे तक गार्ड्स और ड्राइवरों का काम करना पड़ता है।

मैं पूछता हूँ कि क्या कभी आप ने सोचा कि सारे ऐक्सिडेंट्स दक्षिण साइड में ही क्यों होते हैं, इधर क्यों नहीं होते हैं? हम को इस के बारे में भी सोचना है। आज तो यह होता है कि अगर तेलंगाना का मामला हो तो रक्खों स्लीपर, अगर किसी जगह पर भाषा विवाद हो तो रक्खों लाइन पर स्लीपर, उड़ाओ इस देश के

लोगों को, अगर मोपल्लिस्तान का कामला हो तो रक्खों लाइन पर स्लीपर श्रीद उड़ाओ स्टे-शन की विलिडिंग को। जब तक हम इस को नहीं रोकेंगे, जब तक यह कम्युनिस्ट हमारी तरफ झुकेंगे जब तक यह कम्युनिस्ट इसी तरह से इस देश को बरबाद करेंगे और रेलवे को बद-नाम करेंगे, तब तक इस सरकार को मजबूत सरकार नहीं समझा जाना चाहिये। तेलंगाना के मामले को लेकर, भाषा के मामले को लेकर जितना भी विवाद उठ खड़ा हुआ है उस सबमें रेलवे का ही नुकसान हुआ है। सारे का सारा रेलवे सम्पत्ति का नुकसान दक्षिण में ही किया गया है। हमारे यहां कहीं एक्सीडेंट नहीं होते हैं। आखिर इसका कारण क्या है—(इंटरप्शन) मैंने रेल कर्मचारियों की बात कही है, दूसरे इन भगड़ों की बात कही है। आपको क्यों बुरा लगा है, हमारी तरफ तो कोई एक्सीडेंट नहीं होते हैं। उधर ही क्यों ये होते हैं।

फिर एक और कारण हैं इन एक्सीडेंट्स के होने का। रेलें जब से बनी हैं तब से यह भी नहीं देखा गया है कि कौन सा पुर्जा किस जगह फिट होना चाहिए। पुराने डिब्बों को रंग रंग कर लाइन पर लगा दिया जाता है। अठारह तारीख को क्या हुआ। घाटा का बराना और लबान के बीच इजन के पीछे वाले डिब्बे का हुक टूट गया और उसके टूटने से अठारह डिब्बे टूट गए। ट्रेन एजमिनर जो हैं वे टोप लगा कर लाइन पर घूमते रहते हैं और हैल्पर जो हैं वे काम करते रहते हैं। वे स्वयं कोई काम ही नहीं करते हैं। इतनी स्वतन्त्रता उनको मिली हुई है।

हम यह भी देखते हैं कि केविन का इन्चार्ज जहां स्टेशन मास्टर को होना चाहिए वहाँ पोटर को बना दिया गया है। पोटर लाइन बलीयर दे या न दे उसकी मर्जी है। गाड़ी को सिगनल पर रोक दे, हरी बत्ती कर दे, गाड़ी को पार कर दे यह उसका काम है। हम यह नहीं सोचते हैं कि छोटे से फायदे के लिए हमारा कितना बड़ा नुकसान हो सकता है। यह कहा जाता है कि जितना भी नुकसान होता है वह रेलवे कर्मचारियों की गलती की वजह से होता है। कर्म-चारियों की गलती बिल्कुल नहीं है। उनको तो

[श्री आंकार लाल बोहरा]

आप काम करने नहीं देते हैं। जो करना चाहते हैं उनको करने नहीं देते हैं और जो काम करना जानते नहीं हैं, वे अड़चन लगाते रहते हैं। आप रेलवे बोर्ड के चेयरमैन से यह पूछ कर देख लें कि सिगनल में कितने वोल्ट होते हैं। वे इसको आपको नहीं बता सकेंगे। सिगनल जहां पहले नीचे होता था, अब वह ऊपर होने लग गया है। रंग ऐसा लगा दिया और इस तरह से वह चमकता है कि पूरा सीधा दिखाई भी नहीं देता है और पता भी नहीं चलता है कि कौन सा डाउन है और कौन सा अप है। ये हमारे रेलवे बोर्ड के नुस्खे हैं। जो काम करना जानते हैं उनको तो काम करने नहीं दिया जाता है और जो काम करते नहीं हैं वे बैठे बैठे अड़चनें लगाया करते हैं। वेलदार को बदल देने, टी टी की जगह पर कंडक्टर कर देने का काम ही यह करता है।

जहां तक घाटे का सम्बन्ध है वह चोरियों की वजह से होता है। डिब्बे के डिब्बे चोरी चले जाते हैं। हमारे रणधीर सिंह जी कहते हैं कि दो तीन भैंसे चोरी चली गई आगरा में। इन चोरियों की वजह से रेलवे को घाटा होता है। आप देखें कि रेल कर्मचारियों में कितनी अशान्ति है। लेकिन उसके बावजूद भी वे अपना काम कर रहे हैं। जहां दूसरों की तनख्वाहें चार बार बढ़ गई हैं वहां इनकी दो बार भी नहीं बढ़ी है। इसकी वजह से भी इनमें अशान्ति है।

अभी हमने रिपोर्ट में पढ़ा था कि हमको चार करोड़ का फायदा होगा। लेकिन रेल कर्मचारियों की तनख्वाह नहीं बढ़ाई जाती है। स्टेशन मास्टर की जगह पोर्टर को रखकर और टी टी की जगह कंडक्टर को रख कर काम नहीं चलेगा।

यह भी कहा गया है कि जो रेलवे को क्षति पहुंचाते हैं उसकी भरपाई पब्लिक से करवाई

जाए। मैं कहूंगा कि जिस प्रान्त के किसी भी एरिया में कोई रेल दुर्घटना हो और उसके कारण जो भी नुकसान हो वह वहां की सरकार को जो अनुदान दिया जाता है उसमें से काट लिया जाना चाहिए। उस सरकार को अनुदान देना बन्द कर दिया जाना चाहिए। इसका बोझ उस प्रान्त के ऊपर डाला जाना चाहिए। राजस्थान में अगर कोई एक्सीडेंट होता है तो अगर राजस्थान को पांच करोड़ का अनुदान मिलता है तो उसमें से उस एक्सीडेंट की वजह से जो नुकसान हुआ है, उसको वसूल कर लिया जाना चाहिए। कल सवेरे मैं डा० राम सुभग सिंह जी से बात कर रहा था। उन्होंने कहा कि प्रान्त हमारी मदद नहीं करते। क्यों नहीं करते हैं? अगर आप किसी प्रान्त को दस करोड़ का अनुदान देते हैं तो उस अनुदान में से जो एक्सीडेंट की वजह से आपको नुकसान उठाना पड़ा है, अगर काट लें तो आप देखेंगे कि एक्सीडेंट होना बन्द हो गए हैं। श्री करुणानिधि कहते हैं कि हम जिम्मेदार नहीं हैं, श्री ज्याति बसु कहते हैं कि हम जिम्मेदार नहीं हैं। अगर वे जिम्मेदार नहीं हैं तो कौन है। आखिर रेलवे किस की प्रापटी है। क्या इनको नुकसान पहुंचा कर तेलंगाना बनेगा, मोपलिस्तान बनेगा? ये तो राष्ट्र की सम्पत्ति हैं, इसको हमें समझना चाहिए। यह हमारी सम्पत्ति है, यह भावना हममें पैदा होनी चाहिए। हमको समझना चाहिए कि चीन आकर स्लीपर नहीं लगा जाएगा। नुकसान होगा तो हमारा होगा। दो पैसे का टैक्स लगेगा तो हमारे ऊपर लगेगा। सबसे बड़ी बात यह है कि रेलवे कर्मचारियों में जो अशान्ति और असंतोष है, उसको मिटाने का प्रयत्न करना चाहिए। उनसे आठ घंटे के स्थान पर जो चौदह घंटे काम लिया जाता है, उसको समाप्त करना चाहिए और इसी प्रकार गलत ढंग से कई गई तरिककों को रोकना चाहिए। जैसा कि मैंने सुझाव दिया है, एक्सीडेंट्स से जो हानि हो, उसका भार राज्य सरकारों पर डाल देना चाहिए।

SHRI NARENDRA SINGH MAHIDA (Anand) : Let me first express my Sympathy for those who died in these two accidents. It is the duty of the Opposition to highlight the accidents and see that Government pays more attention and the accidents are minimised. I understand that is the purpose of Mr. Hem Barua, the Mover of this Adjournment Motion.

Ever since Independence, I have noticed that there has been a general laxity all round, whether in the general administration or in the railway administration. The former G. I. P. and B. B. & C. I. Railways had wire-fencing right from Bombay to Delhi. But now that has disappeared; the wires have been stolen away. Now trains are running at double the speed with which they were running before. Bridges are old. The track is also old. The Railway Ministry requires money, but I do not think that the Parliament is in a mood to sanction all that money. It is not possible. We want to modernise our Railways and therefore heavier engines and heavier carriages are being used. As a result, sometimes tracks are not competent enough to bear the weight. This requires complete technical examination and we have to find out whether on all tracks very fast trains can run. Some of our tracks, for instance, between Bombay and Poona and between Bombay and Delhi are quite good. The Deccan Queen and the A. C. Express are run with lot of examination and care. I must congratulate the Western Railway for having less number of accidents.

17.00 hrs.

SHRI NAMBIAR : Please do not say that.

SHRI NARENDRA SINGH MAHIDA : Accidents are many times due to human failures and sometimes there is sabotage also. We cannot simply say that these were accidents purposely connived at by the Government. I do not think that the Opposition parties even in their wildest dreams will charge the Government like that.

Now, we are going to the Moon. We have radar systems and various other systems. I will request the Railway Minister and the Railway Board to go in for more and technical knowledge and see what means in foreign countries their railways have adopted and

whether we can have a radar system whereby the trains should automatically stop the moment rails are broken. More and more of automatic systems should be introduced. Human element should also be examined. Wherever there are flaws or deficiencies or negligence, we have to deal with them. In the case of negligence, we have to be very stiff and harsh with the workers.....

SHRI NAMBIAR : If the negligence is on the part of the Railway Board ?

SHRI NARENDRA SINGH MAHIDA : It is no use charging Government officers because they sit in the box and watch you here. Railway Board does the general guidance and supervision, it does not run engines. But you are encouraging the drivers, guards and others to go on strike...(interruption). Whoever is guilty and if the guilt is proved, he should be dismissed. If Dr. Ram Subhag Singh is guilty, that should apply to him as well.

SHRI NAMBIAR : We want a judicial inquiry.

SHRI NARENDRA SINGH MAHIDA : Shri Hem Barua said that Government go on appointing Committees and Commissions. These things will go on in democracy. There will be no end to it. But certainly you have every right in asking for a judicial inquiry. These accidents happen because we have thousands and thousands of miles of railways. As Onkarlalji has said, in smaller railways—for instance, narrow-gauge railways with speed of only 20 to 25 miles an hour—there are no accidents.

SHRI UMANATH : Please do not say that. Something might happen tonight.

SHRI NARENDRA SINGH MAHIDA : The Ministry should examine why accidents take place. It is purely a matter of technical data. The Kunzru Committee report is there. Many safety measures have been implemented on its recommendations. This is a continuous process and we have to continue such efforts. We should warn the Railway Board and tell them that if there is any fault with anybody, he should be severely dealt with. If the fault is with the human element, that human element should be replaced or dismissed or fined or even sent

[Shri Narendra Singh Malinda]

to jail for causing the loss of so many lives. I would put more emphasis on technical data which should throw some light as to how to avoid accidents. On the one side we are asking for more facilities and faster trains. From Delhi to Agra there is a fast train. What are the chances of accidents there? You cannot say that every day accidents take place. Sometimes they may take place. The causes of these accidents must be inquired into. If there is negligence on anybody's part, he should be severely dealt with. If it is on the part of Dr. Ram Subhag Singh, I do not think he will wait for a moment to resign. Shri Lal Bahadur Shastri resigned and for that reason, every time if you want the Minister to resign, then probably there will be no Railway Minister at all. Every day you have to change the Minister. You have every right to demand an explanation and it is the duty of the ruling party to see that accidents are minimised and trains are run in a safer way. Certainly suggestions can be examined. Compared to the accidents in the air, railway accidents are much less because in the case of aeroplanes the loss is total. We cannot compare ourselves with Japanese Railways or European Railways. We must offer constructive suggestions as to how accidents can be avoided. For that purpose, I think a technical committee would be very helpful. I do not think there is any necessity for this motion. But Shri Hem Barua is certainly entitled to bring it. But we should throw it away.

SHRI V. KRISHNAMOORTHY (Cuddalore) : Sir, we are very much worried about the Railway accidents, notably after Dr. Ram Subhag Singh assumed office as the Railway Minister. I know that Shri Poonacha was replaced by this hon. Dr. Ram Subhag Singh only because everybody thought that he would avert Railway accidents. That was at least the intention of this Parliament and the people of this country. During the Budget Session, Mr. Chairman, he assured us that the railway accidents are being reduced.

But immediately after the announcements, we are surprised to note that the accidents are taking place more and more. In two accidents alone, that in Varanasi and in Jaipur, more than 200 people were

killed. We have to investigate and fix the responsibility for these accidents. We should find out if the Railway Board is responsible or the Minister is responsible. If it is the Minister responsibility, he should own it. If there is failure of machinery, then we can exonerate the Minister. But if there is failure in the human element, then the responsibility should be fixed on the concerned persons.

You know that when a death is caused by a rash or negligent act, it amounts to culpable homicide and the persons responsible will be sentenced to imprisonment for life or for four or five years. But if some people are responsible for railway accidents, Parliament should find out who are the personalities behind it. If we do not find out the reasons for accidents and the persons responsible for them, and avert them in future, people will not have any confidence in railways and will not travel on railways.

Today we see in another part of the world that the Nixon administration is able to send a spacecraft Apollo-11 to over 250,000 mile away into space. The technical advance and sophistication is such that they are able to control the craft which is 250,000 mile away. Here our Congress Ministers and administrators are not able to run the trains even on their track. Instead they run them over bridges, on human beings, on buses, lorries and what not. Are they really being responsible in running the administration of this country in this manner?

SOME HON. MEMBERS : No.

SHRI V. KRISHNAMOORTHY : I will point two instances. In Varanasi, an accident has taken place. Immediately the duty of the Railway Minister should have been to trace the persons responsible. If the Railway Board is responsible, it should be sacked. If the Divisional Superintendent or General Manager or any particular railway official is responsible, he should have been sacked. But what do our politicians do? They attribute the accident to sabotage. They immediately come out with an open statement that it is a case of sabotage. They say that it is because some politically-motivated agents removed the fish-plates or that some

extremists have played mischief with the track, that this has happened.

But the Deputy Inspector General of Police says that this particular accident was not due to sabotage, but due to the failure of the human element in the railway administration. He has ridiculed the sabotage theory. The train was running late. To make up the loss of time, it was speeded up. The line was not capable of withstanding the pressure exerted. So it met with an accident. The CID has confirmed this. But the administrators investigating it give a political colour to it and call it a case of sabotage. In such a circumstance, is it not the duty of parliament to call for the appointment of a judicial commission to investigate the matter? In the case of each and every accident, the Minister must immediately come out with a statement.

I come to my next point. What happened in the case of the July 14 accident. In Puri, several lakhs of people had collected, I am told more than 10 lakhs. What was the responsibility of the Railway Ministry. In order to avoid overcrowding in trains and accidents, they should have put more trains. Did they do so? No. Instead, they allowed the trains to be packed with five or six times the capacity. The train was unable to move and it stopped. They allowed a goods train to ram into the passenger which was stationary in that particular station.

Are we not entitled to fix the responsibility for this on Dr. Ram Subhag Singh and his administrators? Are we not entitled to say that the Board Should be dismissed on this ground alone.

I will substantiate my theory that they are negligent, they do not have any responsibility and they have been indifferent. When my leader, Shri Annadurai was dead, large number of people from all over Tamil Nadu were pouring into Madras. Several thousands boarded a train at Madurai, an express train. The train came to Trichy, 100 miles from Madura and then came to the Coleroon bridge, sixty miles from Trichy and more than fifty persons were killed there, as they were travelling over the train. Is it not the responsibility of the Divisional Superintendent and the General Manager of the Southern Railway? They have wireless

communication. When they see several thousands of persons of boarding the train, they should put some more coaches in Madura or at least in Trichy. They did not do so. They did not even divert passengers *via* the chord line. The allowed passengers to be killed by being rammed in the Coleroon bridge. The records of the passengers show that all the them were from Madura, not from Mayavaram or from Tanjore or Trichy. All the dead persons were travelling 160 miles from the starting station. This shows the inefficiency of the Railway administration. Are we to tolerate such accidents? We have to convict the guilty persons. Then only the public will have confidence in the railway administration. We have to fix responsibility. In other countries if anybody is killed by rash or negligent act, persons responsible will be hauled up before the court and will be punished. In this poor country nobody has brought these persons who are responsible before the bar. That is why the Administration is inefficient; they do not have any responsibility. We should take note of it. Instead of trying to improve matters Dr. Ram Subhag Singh says that it was because of sabotage by some politicians, or some Naxalites or communists. This will not do. It is these people here who are responsible for the accidents and should answer the country and Parliament for the failure of their department. With these words, I support this motion.

SHRI CHENGALRAYA NAIDU (Chitoor) : It is unfortunate that two major accidents should have happened in our country. Nobody is happy over these accidents. We must all join together to find out ways and means to stop these accidents. There would not be any accidents if all our friends in the Opposition also join the Government and help the Government. I shall cite instance where the opposition parties are not helping the Government or strengthening the hands of the Ministers but stand in the way of punishing the culprits. Many Members are chairmen of trade unions. There are Members of Parliament like Mr. Nambiar who hold the position of Chairman. There are labour leaders. I can understand if railway men are chairmen of railway unions, not politicians like Mr. Nambiar who mislead the workers and who is responsible for these accidents. Government must pass a law that only a man from organization should be the chairman of the union, not any outsider or any politician. If

[Shri Chengalraya Naidu]

that legislation is passed, a lot of trouble and many strikes will not be there. These chairmen of labour unions are living on these labour unions as parasites. They extract money from the labour unions and they misguide them and mislead them. If they are properly guided, if the workers are properly advised, the labourers will do their duty and nothing untoward will happen.

Now, there are two things in our country. We have seen the Ashoka Hotel and the International Hotel in Delhi. except Birlas, Tatas and such other industrialists and except these chairmen of these labour unions, who go and stay there. Will the Government enquire and find out who are the labour union leaders who stay in the Ashoka Hotel and the Intercontinental Hotel? Then we can know the truth about those chairmen. I want the Railway Minister to find out who are these labour leaders who stay in the big hotels. Let us know about it.

MR. CHAIRMAN : We are discussing railway accidents now.

SHRI CHENGALRAYA NAIDU : But the root cause for these railway accidents lies in the activities of the chairmen of these labour unions. These Members of Parliament who hold such offices, I will advise them to resign these chairmanships, do not meddle with the labour unions, leave the labour unions to the labourers, let them manage their own affairs, it is not your affair. You are politicians and you spoil them and ruin them.

I will tell you the causes of these railway accidents. Mainly, it is caused by the defects in the railway line. If it is not due to any defect, it is because of human error. Only on account of these two things, railway accidents occur. We do not know, in the first instance, whether the fishplates have been removed or the lines have been tampered with. We do not know the truth. The Railway Minister says one thing, the Opposition says another. Unless a proper judge is appointed to find out the truth, we do not know what is the truth.

SHRI NAMBIAR : Very sensible.

SHRI CHENGALRAYA NAIDU : It is said that the line has been tampered

with. Government must take stringent measures against the people who temper with the lines. If tampering is not the cause, and if it is due to human error, the Government must take action against the employees concerned, whether it is the driver or some body else who is responsible for this. These chairmen or presidents of labour unions must not interfere. The Government must take stringent measures against these people who commit these mistakes. If the Government is not going to take proper action against these employees who commit errors, there will be accidents going on like this.

I wanted to know from the Minister whether they are taking action against those employees, or are they really afraid of those labour unions and the chairman of these labour unions who are Parliament Members here. I wanted to know this. Always, the Minister has got a soft corner, or he does not want to take any action against the employees because these Members of Parliament who are the chairmen of these organisations are always interfering, we know how many strikes have been organised, how much damage is being done, and how the economy of this country has been affected. It is all due to the politicians who are chairmen of these railway unions. I would advise the Minister and request the Railway Minister to take immediate steps to bring in legislation to the effect that no outsider or anybody else should be the chairmen of these labour unions except the labourers of that organisation.

Thank You.

श्री सरजू पांडेय (गाजीपुर) : सभापति महोदय, हम दो बड़ी रेल दुर्घटनाओं पर बहस कर रहे हैं। हमें आशा थी कि कांग्रेस बेंचेज से कुछ अच्छी बातें कही जायेंगी। मगर ये बाजारू तकरीरें सुन कर मुझे हैरत हुई। ये बाजारू भाषण जो हमारे कांग्रेस के सदस्यों ने दिए हैं ये बिल्कुल आशा के विपरीत हैं। यह राजनीति का विषय नहीं बनना चाहिए। अगर सही माने में आदमियों की जानें गयी हैं तो उस पर सीरियस तौर पर ठंडे दिल से विचार करना चाहिए।

पहली दुर्घटना जो इलाहाबाद-गोरखपुर लाइन की हुई है उसी से 22 मील की दूरी पर

में रहने वाला हूँ। वह मेरे ही जिले में दुर्घटना हुई। मैं उन दिनों में मौजूद था। 21 तारीख को दुर्घटना हुई और 23 तारीख को मैं वहाँ पहुँचा, रेलवे मंत्री जी का बयान पढ़ा जो अखबारों में छपा था, उसको पढ़कर मुझे आश्चर्य हुआ। पहली दुर्घटना जो जखनिया और अब्दुल्लापुर के बीच में हुई, रात के एक बजे ट्रेन गिर गई और मुबह के सात बजे तक कोई रेल का अधिकारी वहाँ नहीं पहुँचा और न किसी तरह की कोई मदद पहुँची और सारे के सारे लोग जो उस इलाके के रहने वाले थे या जो राजनैतिक दलों के लोग थे, वे सारे के सारे लोग मौके पर पहुँचे और वहाँ उन्होंने लोगों की सहायता की और उनको निकाला। मगर जिस आदमी ने उस रेलवे दुर्घटना को देखा है, महीनों तक भोजन नहीं किया है। जिस दुर्दशा से आदमी वहाँ मरे हैं उसकी कल्पना नहीं की जा सकती है। उसको बयान नहीं किया जा सकता है, माननीय मंत्री जी ने ध्यान दिया कि यह दुर्घटना इस लिए की गई कि कुछ सामाजिक अपराधी रेलवे मुसाफिरों को लूटना चाहते थे, इसी लिए नट और बोल्ड खोल दिए गए और पूरी पटरी खुली हुई मिली मगर माननीय मंत्री जी के पास इसका कोई जवाब नहीं है कि 40-40 हजार रुपये लोगों के पास से बरामद हुए मगर एक सिगिल पेनी भी किसी आदमी ने नहीं निकाला बल्कि देहात के लोगों ने गरम-गरम दूध और दूसरी चीजें ला ला कर उन आदमियों की सेवा की और जर्जर जर्जर उसका गवाह है और झूठा व्यान वहाँ पर कर दिया जिससे गाजीपुर की जनता बड़ी क्रुद्ध है और मैं इसको चलेन्ज करता हूँ कि अगर हिम्मत थी तो मंत्री जी वहाँ मौके पर भेस बदल कर जाते। यह क्या कि दो मिनट में एलान कर दिया कि नट और बोल्ड खोल दिये गये और दुर्घटना हो गई। अध्यक्ष महोदय, आप को ताजुब होगा कि नट और बोल्ड झाड़ी में खोल कर रखे गए थे जिन में एक दाग भी नहीं था। अगर कोई उनको खोलता तो कुछ निशान लगे होते जिससे मालूम

होता कि खोला गया है। कोई झाड़ी में क्यों रखता? यह दुर्घटना हुई और दुर्घटना के बाद यह केस बनाया गया। अगर मंत्री जी में हिम्मत होती तो यह भेस बदल कर और शकल और सूरत उतार कर उस इलाके में जाते और पता लगाते। आप वहाँ गए तो मोटर गाड़ी के साथ और रेलवे अफसरों के साथ। (व्यवधान) और जो आपका रेलवे बोर्ड है, सारे हिन्दुस्तान की रेलों का, यह जनता का पैसा राक्षस की तरह खा रहा है। इसकी आप कोई दवा नहीं कर सकते। यह राक्षस बना हुआ है। सारे सदस्यों ने इसकी आलोचना की है। इसकी ड्यूटी क्या है? मंत्री जी इसका कुछ नहीं कर सकते। यह राक्षस बनकर पूरे के पूरे देश को चबा रहा है और यह सफेद हाथी बना हुआ है। अगर मंत्री जी में हया या लाज होती तो इस्तीफा दे देते। सदन की यह मर्यादा है। लाल बहादुर शास्त्री ने जब रेलवे एक्सीडेंट हुआ था तो इस्तीफा दिया था। (व्यवधान) डर से नहीं, ईमानदारी से करना चाहिये। जिस काम को आप नहीं कर सकते, आप को नहीं करना चाहिए और अगर आप में जरा भी साहस और हिम्मत होती तो साफ तौर पर अपनी भूल स्वीकार करते। रेलवे में जितनी भी मौतें हुई हैं उन लोगों के खून की जिम्मेदारी आपके सर पर है और आपको इस्तीफा दे देना चाहिए। आप इस्तीफा नहीं देते और उल्टे आप झगड़ा कर रहे हैं। पुरी के एक्सीडेंट के बारे में कहा कि अभी जांच हो रही है। एक माल गाड़ी आकर पीछे से लड़ गई और वहाँ बहुत से आदमी मर गए। पहले एक्सीडेंट में 72 और दूसरे में 85 आदमी मरे। इतने आदमी घायल हुए, करोड़ों रुपये की सम्पत्ति बर्बाद हुई। उस के बाद भी आपको हया नहीं और उल्टे आप कहते हैं यह अपोजीशन बालों का पालीटिक्स का काम है। इसको आप पालीटिक्स का मामला बनाना चाहते हैं।

अभी माननीय रणधीर सिंह कह रहे थे कि

[श्री सरजू पाण्डेय]

कोई अपोजीशन वाला आकर रेलगाड़ी संभाले। सारी दुनिया को बर्बाद आप करो और रेलगाड़ी हम को दो, एक अजीब तमाशा है और सारी मुसीबत आप लाएं और रेलगाड़ी का काम हम लें। चौधरी साहब ने कहा कि एक्सीडेंट होते हैं और आप ने कहा कि हवाई जहाज में भी एक्सीडेंट होते हैं। वहां का मुआविजा लाख लाख रुपये होता है और आपने कितना दिया? लाखों आदमियों की जान गई, आपने कितना दिया। 400 रुपये और वह भी मिला या नहीं? अभी भी लोग दरखास्तें लिए घूमते हैं और हमारे पास आते हैं। कहते हैं कि एक्सीडेंट जापान में हो रहे हैं, अमरिका में हो रहे हैं। यह तो वही कहानी हुई कि सिकन्दर के दरबार में एक डाकू गया, तो उसने कहा कि तुमने डाका डाला। उसने कहा कि सारी दुनिया चोर है। हम लोग भी चोर हैं। आप जिम्मेवार हैं हिन्दुस्तान की रेलों के बारे में। अमरिका और जापान में क्या होता है, हमारी जिम्मेवारी नहीं। मगर भारत में रेलों की जो दुर्दशा हो रही है यह आपकी, जिम्मेदारी है और मंत्री महोदय में हिम्मत हो तो इस मामले की जांच करवाएं। यह बिल्कुल सैबोटाज नहीं है। यह ह्यूमन वीकनेस है। रेल मंत्री ने स्वीकार किया है कि रेल की रफ्तार 75 किलोमीटर पर अवर थी जो ड्राइवर था वह नया था, वह समस्तीपुर से आया था। उसको पता नहीं था कि सामने पुल है। आपने नई थ्योरी गढ़ दी कि यहां नट बोल्ट खोले गए। लेकिन यहां नहीं कहा, अखबारों में कहा है। मैं तो कहता हूं कि मॅम्बर पार्लियामेंट चले, कोई दूर नहीं। हर बात की आप इन्क्वायरी कर लें। सहज जान बचाने के लिए कह दिया कि सैबोटाज कर दिया यह बात काफी नहीं है और मैं चाहता हूं कि इस मामले की इन्क्वायरी हो और रेलवे मंत्री महोदय बड़े काबिल हैं, वे किसान के घर में पैदा हुए हैं, इससे आप खुश हों, इस बहस में हम नहीं

पड़ते। मगर केवल इस बात से कि रेलवे मंत्री जो हमारे पड़ोसी भी हैं, उनसे हमारी कोई जातीय दुश्मनी नहीं है, बल्कि ये निकम्मे हैं। कांग्रेस के लोग खुशी मत मनाओ। इससे कोई लाभ अपोजीशन का नहीं होगा, मगर सारे देश के लिए आपकी प्रतिष्ठा गिरेगी, हमारा कुछ नहीं बिगड़ सकता है। इसलिए मैं कहता हूं कि इस मामले की जांच करवाइये और अपने बयान को पावस लीजिए।

श्री राम सेवक यादव (बाराबंकी) : सभापति महोदय, अभी मंत्री महोदय ने जो दो दुर्घटनाओं पर अपना बयान रखा, उसको पढ़कर के किसी को उस चीज की ज्यादा जानकारी नहीं मिल सकती जितनी कि अखबार से मिलती है। इसलिए उस बयान का कोई मतलब नहीं है। अभी कई बार कई सदस्यों ने कहा कि दुर्घटनायें और देशों में कम होती हैं और गत वर्ष से अब की कम दुर्घटनायें हुईं। दुर्घटनाओं का क्या अर्थ होता है, यह मैं मंत्री महोदय से समझना चाहूंगा। किस घटना को ये दुर्घटना मानते हैं? कितने आदमी मर जाते हैं तब उस को दुर्घटना कहा जाए? यह उसी तरह से है पचास करोड़ से ऊपर के बैंकों का राष्ट्रीयकरण होगा और इसी तरह से पचास से ऊपर आदमी मरेंगे तो दुर्घटना कहा जाएगा, एक दो आदमी मरेंगे तो इसको वे दुर्घटना नहीं मानते हैं। मैं चाहूंगा इसके मुंह से सुनना कि दुर्घटना किसको कहते हैं। मैं आरोप लगा रहा हूं माननीय मंत्री के खिलाफ कि इन्होंने जान-बूझकर इस प्रकार की दुर्घटना का जिक्र नहीं किया जिसमें रेल का ड्राइवर मारा गया और कई और लोग मरे हैं। मैं कहना चाहता हूं कि हाथरस और कासगंज के बीच की जो दुर्घटना है, बहुत बड़ी जबरदस्त दुर्घटना है, उसका माननीय मंत्री महोदय ने जिक्र तक अपने बयान में नहीं किया। 21-22 दिन अन्दर तीन जबरदस्त रेलवे के अंदर दुर्घटनायें हुई हैं। हाथरस और कासगंज के बीच की दुर्घटना में ड्राइवर मर गया और कई

लोग मर गये, गाड़ी पटरी से उतर गई। यह दुर्घटना नाक के नीचे हुई, लेकिन माननीय मंत्री महोदय ने इतना भी अपना कर्तव्य नहीं समझता कि वह बयान देते समय उस दुर्घटना का जिक्र करते। इसी तरह शायद आप दुर्घटनाओं की तादाद कम करते हैं।

डा० राम नुभग सिंह : यह बात आ गई थी। राज्य सभा में बजट सेशन में आई थी।

श्री राम सेवक यादव : इसी तरह से ये दुर्घटनायें बढ़ती जा रही हैं। सभापति महोदय, दुर्घटनाओं के बारे में दो चीजें मैं कहना चाहूंगा दुर्घटनायें होती हैं, कहीं रेलें लड़ती हैं, कहीं पटरी से उतरती हैं और कहीं पर रेलवाई क्रॉसिंग है वहां पर टकराव होकर दुर्घटनायें होती हैं और उसके लिए आम कमेटी बनाते हैं। कमेटी के बाद दूसरी कमेटी बनती है। लेकिन उनकी सिफारिशों पर फिर भी ध्यान नहीं दिया जाता है। मैं माननीय मंत्री महोदय से जानना चाहूंगा कि इन कमेटियों को बैठाने का क्या मतलब है और क्यों इस तरह से चीजें होती हैं।

दूसरी चीज अभी हमारे माननीय मित्र श्री सरङ्ग पांडेय ने कही कि दुर्घटनायें होती हैं पर अधिकारी लोग तथ्यों की जांच नहीं करते। वह कोशिश करते हैं कि हम कैसे जिम्मेदारी से बचें। जैसे गाजीपुर के अन्दर जखनिया की जो दुर्घटना हुई उसको कह दिया कि तोड़-फोड़ के कारण हुई, पुरी की जो दुर्घटना हुई उसके लिए एक कहानी गढ़ी गई कि किसी ने सवारी गाड़ी की जंजीर खींची थी इसलिए दुर्घटना हुई। अस-लियत है कि रेलवे के अधिकारी ने बयान दिया था कि चूँकि मेला था इसलिए काफी लोग आते थे और बैठ नहीं पाते थे। वह इसलिए जंजीर खींचते थे कि वह बैठ जायें। इसलिए जंजीर हटा दी गई कि वहां पर जंजीर है नहीं लेकिन कहानी गढ़ी गई कि गाड़ी को रोकने के लिए

जंजीर खींचते हैं। मैं जानना चाहता हूँ कि इसके बारे में उनका क्या कहना है।

गाजीपुर गोरखपुर में जो कुछ हुआ उसके बारे में मैं क्या बतलाऊँ, वहां के श्री पाण्डेय और श्री भारखण्डेराय बैठे हुए हैं। वह जानते हैं कि जो दुर्घटना हुई है उसके साथ किस्सा गढ़ा जा रहा है कि कोई आदमी आया, मिस्ट्री मैन, उसने यह सबाटोज किया। लेकिन वह मिस्ट्री मैन कौन है। डाक्टर साहब को यह मालूम होगा, नहीं तो मैं बतलाऊंगा कि वह हरिकेश सिंह थे। वह बनारस जाना चाहते थे। स्टेशन पर मालूम हुआ कि बहुत बड़ी दुर्घटना हो गई। वह बेचारे टार्च लेकर पहुंचे। वहां लोगों की हालत खराब थी। वहां जो ओवरसीयर थे उनकी जीप लेकर आदमियों और सामान को लाये और जो जरूरी लोग पड़े हुए थे उन्हें उबारने का काम किया। उनके साथ यह बात जोड़ दी गई कि कोई मिस्ट्री मैन आया। उसने यह सारा काम कर डाला और दुर्घटना हो गई। मैं पूछना चाहता हूँ कि इतनी जल्दबाजी की क्या जरूरत थी? मंत्री महोदय ने फौरन कह दिया कि तोड़-फोड़ से दुर्घटना हुई। जब जांच हो रही थी और आप के उच्चाधिकारी जांच कर रहे थे, सी.आई.डी. वाले जांच कर रहे थे तब कम से कम जांच की रिपोर्ट का तो इन्तजार करते। जब हम यहां पर कोई प्रश्न उठाते हैं और मामला अदालत के विचाराधीन होता है तब यहां कह दिया जाता है कि हम इस पर बयान नहीं देंगे क्योंकि मामला विचाराधीन है और उस पर उससे असर पड़ जायेगा। लेकिन जब यहां जांच हो रही है तब उसके दौरान मंत्री महोदय क्यों बयान देते हैं उन्होंने क्यों कहा कि रेलवे का कहना है कि तोड़-फोड़ हुई है। उत्तर प्रदेश के डी.आई.जी. का कहना है कि यह रेलवे के लोगों की जिम्मेदारी है जिन्होंने बहुत असावधानी वरती, जिसके कारण यह इतनी बड़ी दुर्घटना हो गई। यह तोड़-फोड़ है या रेलवे के लोगों की असावधानी है इसकी जांच होनी चाहिये। जब तक

[श्री राम सेवक यादव]

जांच नहीं हो जानी है तब तक केवल तोड़-फोड़ कहकर अपनी जिम्मेदारी से बचना, मैं समझता हूँ, ठीक नहीं है।

मैं कहना चाहता हूँ कि एक बार दक्षिण में बहुत बड़ी दुर्घटना हुई। उस समय हमारे रेलवे मंत्री स्वर्गीय लाल बहादुर शास्त्री थे। उन्होंने उस दुर्घटना को आधार बनाकर इस्तीफा दे दिया था, और ठीक किया था। जनतन्त्र में यही पकड़ होती है। आखिर हम लोग यहां मंत्री को ही तो पकड़ सकते हैं न? कोई वहां के पोर्टर या स्टेशन मास्टर को तो नहीं पकड़ते। मंत्री महोदय की जवाबदेही है इस सदन में और उनका काम है कि बोर्ड के जो लोग बंटे हुए हैं उनको पकड़ें। लेकिन वह तो बोर्ड के लोगों की तारीफ करेंगे। पिछले बजट में क्या कहा गया था? हमारे अफसर बहुत अच्छे हैं, बहुत सुन्दर काम करते हैं। ऐसी स्थिति में अच्छा तो यह होता कि गाड़ियों की भीड़ घटती, अच्छी तो यह होता कि गाड़ियों में सफाई होती, अच्छा यह होता कि मुख्य लाइनों के अनावा भी सभी लाइनों पर गाड़िया समय से चलतीं, अच्छा यह होता कि समय की पाबंदी होती, अच्छा यह होता कि रेलवे के अन्दर ब्लैक-मार्केटिंग न चलती, आप के कारखानों के अफसरों की कोठियां न बनतीं, अच्छा तो यह होता कि जो लोग बिना टिकट चलते हैं वह पकड़े जाते हैं और इसके लिए दूसरा कानून बनाने की जरूरत न पड़ती। मेरी मांग है कि जो काम श्री शास्त्री ने किया था उसका अनुसरण हमारे डाक्टर साहब करें। वह बहुत अच्छे आदमी हैं, इसको बहस नहीं, वह लोगों के कितने अच्छे दोस्त हैं, इसकी बहस नहीं, कितनी अच्छी तरह मिलते हैं, कितनी बढ़िया बात करते हैं, इससे कोई बहस नहीं। बहस है कि मंत्रालय में क्या कोई ऐसा डाक्टर है जिसकी दवा से लाभ हो। अगर डाक्टर की दवा से मृत्यु हो जाए तो वह उस डाक्टर के अच्छेपन का सूचक

नहीं है। इससे शायद हमारे चौधरी साहब का काम तो हो सकता है, हम लोगों का काम नहीं हो सकता है। इस वास्ते मैं कहूंगा कि इस्तीफा देकर जो एक अच्छा उदाहरण उपस्थित किया जा चुका है, उसका पालन वर्तमान मंत्री जी भी करें।

जब भी कोई दुर्घटना हो तो उसकी जिम्मेदारी बोर्ड लें, मंत्री लें, अधिकारी लें और जब इन लोगों को पकड़ा जाएगा तब जाकर रेलवे प्रशासन दुरुस्त होगा।

तीसरी बात यह है कि इस तरह की सब दुर्घटनाओं की जांच एक उच्चस्तरीय जज के द्वारा हो ताकि जो तथ्य हैं वे प्रकट में आ सकें।

जो रेलवे कर्मचारी इन दुर्घटनाओं में मारे गए हैं उनके परिवार वालों को जो मामूलीसा मुआवजा दिया है, कहीं पांच सौ दिया गया है और कहीं कुछ और, वह बहुत नाकाफी है। जो अस्पताल में भरती हैं और काम पर नहीं आ पा रहे हैं उनको बिना तनख्वाह वालों की तरह से ट्रीट न किया जाए। उनको काम पर माना जाए। यह सुविधा उनको तत्काल दी जानी चाहिए।

जनतन्त्र की जिम्मेदारी को पूरा करने के लिए अच्छा हो कि आपके बोर्ड के लोग और आप दोनों साथ साथ त्यागपत्र दें। आप कह चुके हैं कि आप किसी के कहने पर ऐसा नहीं करेंगे। अगर आपको पसन्द हो तो स्वयं आप ऐसा कर दें, स्वयं आप हट जायें। ऐसा किया गया तो शायद रेलवे का जो मामला है वह दुरुस्त हो जाए।

SHRI KANWAR LAL GUPTA (Delhi Sadar): When is the Prime Minister going to make the statement? The Presiding Officer promised that the Parliamentary Affairs Minister will inform the House. We are waiting for that.

MR. CHAIRMAN ; I am told that it will be after the adjournment motion is over, at 6.30 P.M.

श्री शिव नारायण (बस्ती) : सभापति महोदय, मैं भगवान से प्रार्थना करता हूँ कि रेल विभाग के लोगों को वह बुद्धि दे ताकि वे ठीक समय पर गाड़ियाँ चलायें और सेंस आफ रिसपांसिविलिटी को समझें, आप जिम्मेदारी का पालन करें।

रेल मंत्री ने कहा है कि एक एक्सीडेंट तो सैंबोटाज की वजह से हुआ है। इसकी पुष्टि हमारे मित्र सरजू पाण्डेय जी ने कर दी है। उन्होंने कहा है कि बोल्ट खोल कर रख दिये गये थे ; यह उन्होंने खुद कहा है। इससे बड़ा सवूत आप को और क्या चाहिए। यह स्वयं कम्युनिस्ट मेम्बर ने कहा है। उन्होंने यह कह कर डिगर्ट-मेंट की मदद की है। हमारे यादव जी यहां बैठे हुए हैं। एक्सीडेंट में वह मरते मरते बचे हैं। मैं जानना चाहता हूँ कि उसके लिए कौन सा मंत्री जिम्मेदार था ? उनकी जान बच गई, उनका एक सीरियस एक्सीडेंट हो गया क्या इसके लिये उन्होंने किसी मंत्री को जिम्मेदार ठहराया ? किसी की गर्दन पकड़ी दंहिक, दैविक भौतिकता राम राज्य काहु नही व्यापार। एक्सीडेंट एक्सीडेंट है। आप इनकी फिगरज को देखें। जो इनवा इंसीडेंस है उसको आप देखें। एक्सीडेंट्स पर मिलियन ट्रेन किलोमीटर जहां 1951-52 में 6.5 थे वहां ये 1967-69 में 20 हो रहे गये। मैं कहूंगा कि एक आदमी भी अगर इनकी वजह से मरता है तो उसकी जिम्मेदारी गवर्नमेंट की है। कोई भी ट्रेन का एक्सीडेंट होना अच्छी बात नहीं है।

श्री स० मो० बनर्जी : श्री मोरारजी देसाई का एक्सीडेंट कैसे हुआ ?

श्री शिवनारायण : आपकी मेहरबानी से।

रेलवे में बहुत कमियाँ हैं और उनको दूर किया जाना चाहिए। बनारस में जो रेलवे का

एक्सीडेंट हुआ, उसके लिए मुझे इन लोगों से ज्यादा दुख है, क्योंकि उसमें मेरे गांव का एक पड़ोसी नौजवान, जो एम० ए०, ए० एल० बी० था, मारा गया। इसलिए मैं बहुत दुखी हूँ। जिस पर बीतती है, वही जानता है। (व्यवधान) सभापति महोदय, इन लोगों का यह क्या नमूना है ! ये लोग मलौल कर रहे हैं। ये लोग इन एक्सीडेंट्स से अनुचित राजनीतिक लाभ उठा रहे हैं। क्या आपोजीशन की यही ड्यूटी है ? ... (व्यवधान) ... सभापति महोदय, अगर मैंने कोई बड़ा शब्द कह दिया, तो ये लोग नाराज हो जायेंगे।

मैं रेलवे मिनिस्टर से दरखास्त करूंगा कि वह ईमानदारी से कोशिश करें कि एक्सीडेंट कम हों। वैसे एक्सीडेंट कम हुए हैं और कम हो रहे हैं। लेकिन उन्हें और सावधान रहना चाहिए। मुझे भी रेलवे बोर्ड से शिकायत है। मैं कोई उसकी तारीफ नहीं करना चाहता हूँ। हिन्दुस्तान में कोई भी ट्रेन ठीक टाइम पर नहीं चलती है। लेकिन दिल्ली में हर एक ट्रेन को ठीक टाइम पर दिखाया जाता है। मांगने पर भी कम्प्लेंट बुक नहीं दी जाती है। सब फर्स्ट क्लास वेटिंग रूम अफसरों के लिए निश्चित कर दिये गए हैं। हर स्टेशन पर इतनी भीड़-भाड़ रहती है कि जनता को बहुत असुविधा होती है। जहां तक खाने का सम्बन्ध है, मैं एक दिन यहां पर स्टेशन के होटल पर दी जाने वाली बासी रोटी लाया था।

आन्ध्र के माननीय सदस्य, श्री नायडू ने कहा है कि ये नेता लोग ही इस स्थिति के लिए जिम्मेदार हैं और वही ज्यादा फसाद पैदा करते हैं। मैं उनका समर्थन करता हूँ। अगर सरकार रेलवे कर्मचारियों की यूनियनों को एबालिश कर दे, तो यह एक अच्छा काम होगा। जो लोग इन एक्सीडेंट्स में मरे हैं, या जिन्हें चोटें आई हैं, उनके परिवारों को उचित सहायता दी जानी चाहिए। अगर मंत्री महोदय इन लाइन्ज पर चलेंगे तो एक्सीडेंट्स कम होंगे और रेलवे

[श्री शिव नारायण]

की एक्जिक्सी बढ़ेगी। रेलवे कर्मचारियों से आठ दस घंटे से ज्यादा काम न लिया जाना चाहिए। इस मुल्क में पंक्चुरेलिटो नहीं है। नैपोलियन ने कहा है :

"Those who obey can give order, but those who do not obey cannot give order."

SHRI NAMBIAR (Tiruchirappalli) : I am very sorry that the members on the other side took our motion in a very bad sense thinking that we wanted to exploit the situation on political grounds. It is not so. After all, what we wanted was a judicial inquiry into those two accidents. It came in the form of an Adjournment Motion. That is all. If the hon. Minister assures the House that there will be a judicial probe into these accidents so that such accidents do not recur, then we will be more than satisfied. He says that accident is, after all, an accident. One can understand that. But why is the hesitation in going into the real cause of these accidents so that they do not recur? Why do they hesitate? This is the point that they must answer.

Another point is this. As soon as a railway accident takes place, the hon. Minister goes to the Press and says that it is suspected to be a case of sabotage. With the little knowledge that I have on the working of railways, I can say that the accident in respect of Varanasi Express was nothing but a failure of the track or the failure of the engine. What actually happened was that it is going at a very great speed. Whether that speed was necessary, whether that was allowed, is a point that we would like to know. We also want to know whether the engine was in good order, because, we know what happened on previous occasions, There are the remarks made by the Kunzru Committee that the work in the workshops—repairs and maintenance—is not in order. He has stated that. Therefore, what I mean is this.

Here I will quote from the Kunzru Committee's report, They say :

"In the evidence tendered before us, the drivers complained that the booked

repairs were not given due attention, The particularly spoke of passenger trains running with inadequate brake power".

Again :

"A loco foreman of an important shed accepted the correctness of the complaint and stated that there was shortage of essential materials".

This proves that repairs to engines are not properly attended to. If an engine is not in order and if it goes at 70 or 80 kms. an hour, what happens is that if the engine fails, the train derails or if the track fails, then also the train derails. These are things about which we want to know. Why does he bring in the question of sabotage? If there is sabotage, let it be proved.

SHRI KANWAR LAL GUPTA : Why does he not condemn sabotage?

SHRI NAMBIAR : I wholeheartedly condemn it. Who will approve of sabotage involving the lives of men, women and children? I have seen the results of accidents myself. In the Ariyalur accident, I was on the spot within three hours. I saw the victims with my own eyes. With my own hands I picked up dead bodies, 118. I know what a ghastly scene it was. So why does he unnecessarily divert attention from the main point?

I want to know the truth. If it is a case of sabotage, punish the guilty. But here in Varanasi, the DIG of UP himself stated that there was no reason to suspect sabotage. If it is sabotage, it is for the State police to find out. But he rejects that theory. Therefore, how can we swallow the story of sabotage?

We demand a judicial inquiry. We want to know what is the case. If it is failure of track, repair see that it does not recur. If it is failure of engines, repair the engines. I quoted from the Kunzru Committee report to show that engines are not properly repaired. Government have done nothing to improve the situation. But now they have appointed the Wanchoo Committee to find out how far the Kunzru Committee's recommendations have been implemented. That report is yet to come. In the mean-

while, they do not improve the state of affairs. I know from personal knowledge that in workshops and in repair sheds engines are not properly attended to.

Coming to the Jajpur accident, there the facts are clear. Is that also a case of sabotage? There too we want a judicial inquiry. There a passenger train was standing still at the station. But a goods train rammed into it. What could the poor passengers do? It was not sabotage. It could happen this way. When a diesel comes at a terrific speed, the split-point—the difference is very narrow, because of the velocity of the engine—gets cracked up. It did not work in the way it should have. Therefore, it ran into the passenger and capsized. We should go into the question why the point failed. Here comes the question of maintenance of track, repairs to the interlocking system. Were all these things properly done? If these are investigated, the reasons will be found out.

What objection have Government to a judicial inquiry, as it will bring out the facts? It will also avoid the killing of innocent poor lives. Why should people unnecessarily purchase tickets which take them to hell? Therefore, for heaven's sake, grant us a judicial inquiry. We want the truth to be known. We do not want the Railway Board to prevent the truth from coming out. They know if their failure is found out, they would be hanged. They are protecting themselves. That is why I say that this Railway Board is a Board which slaughters people. We do not have trust in it. We have trust in the Minister. So I make this appeal to him. Please remove them and give us a new Board, a new situation. We do not want our passengers to die in the railways for having purchased tickets. It is with pain and anguish that I demand that something must be done.

श्री क० ना० तिवारी (बेतिया) : सभापति महोदय, सबाल बड़ा सीधा-सादा है। एक्सीडेंट्स हुए हैं, उस पर सेन्सर-मोशन आया है, और कोई बहाना नहीं मिला तो रेलवे पर सेन्सर मोशन ले आये। फिर भी यह अच्छी बात है, इस पर रेलवे का ध्यान आकर्षित हुआ है।

हेम बरुआ साहब ने कहा कि इसमें मिनिस्टर साहब का कोई दोष नहीं हो सकता है और कोई यह नहीं कह सकता है कि अगर कहीं कोई एक्सीडेंट हो जाता है, तो उसकी यही दवा है कि मिनिस्टर रिजाइन करता चला जाए। अगर रिजाइन करने से एक्सीडेंट बच जायेंगे, अगर यही दवा है तो जरूर रिजाइन कर देना चाहिए। लेकिन कोई भी अपोजीशन का आदमी यह नहीं कह सकता, अपने दिल पर हाथ रख कर कि उनके रेजिनेशन से आगे एक्सीडेंट नहीं होंगे। अगर हमारे दोस्त यह कहें कि उनके रेजिनेशन से आगे एक्सीडेंट नहीं होंगे तो मैं भी उनके साथ हो जाऊंगा, लेकिन मेरे अपने ख्याल में वह भी इस बात को अपने दिल में समझते हैं और ऐसा नहीं कहेंगे।

अब दो बातें रह जाती हैं—एक्सीडेंट जो हुआ है, उसके लिये सबको तकलीफ है। एक एक्सीडेंट जो यू०पी० में हुआ है, उसके बारे में एन्क्वायरी हो रही है, तब तरह के मत अपोजीशन की तरफ से और इधर से व्यक्त किए गए हैं। लेकिन दूसरा एक्सीडेंट जो मेले के वक़्त में हुआ है—एक गाड़ी खड़ी है और दूसरी गाड़ी उससे आकर लड़ जाती है, यह बात समझ में नहीं आती है। यह एक्सीडेंट तो सिवाय ह्यूमन फेल्योर या ग्रीस-नेगलीजन्स के दूसरी बात नहीं हो सकती है। या तो वह शराब पीए हुए था, या वह अन्धा था, या स्टेशन मास्टर ने रांग सिग्नल दिया या प्वाइन्टमैन ने गलत प्वाइन्ट बदला है...

श्री सूरज मान (अम्बाला) : या उनसे 20 घंटे काम लिया गया।

श्री क० ना० तिवारी : जो भी हो। मेरा अपना यह ख्याल है कि जहां ह्यूमन फेल्योर होता है उसमें कड़ी से कड़ी सजा उस आदमी को दी जानी चाहिए जिसकी वजह से कि इतनी बड़ी दुर्घटना हुई। इसकी तत्काल एन्क्वायरी

[श्री क० ना० तिवारी]

की जानी चाहिए, उसको सस्पेंड किया जाना चाहिए, उस पर जो लीगल एक्शन हो सकता है, वह होना चाहिये, लेकिन ऐसा रेलवे में होता नहीं है।

इसके पहले भी इलाहाबाद में एक्सीडेंट हुआ था, सिगनल नहीं मिला, एक गाड़ी खड़ी हुई है, फिर भी वह क्रोस कर गया। मालूम नहीं उस ड्राइवर का क्या हुआ, उसको सजा हुई या नहीं हुई। इस तरह की जो घटनाएँ होती हैं, इसमें रेलवे के अधिकारियों को कड़ी से कड़ी सजा देनी चाहिए ताकि ह्यूमन फेल्योर की वजह से जो घटनाएँ होती हैं, बँ न हों।

दूसरी चीज है—मकैनिकल फेल्योर। नम्बियार साहब की एक बात से मैं एग्री करता हूँ और मैं समझता हूँ कि वह भी हमारे साथ एग्री करेंगे कि रेलवे का जो इंजीनियरिंग डिपार्टमेंट है, उसकी हालत सबसे बदतर है। वह अपनी ड्यूटी पूरी नहीं करते हैं—चाहे लाइट का मामला हो, चाहे इंजिन को ठीक करने का मामला हो, चाहे पंखों का मामला हो, किसी भी तरह के मामले में यह डिपार्टमेंट अपनी जिम्मेदारी को पूरा नहीं करता है। वे किसी तरह के डिस्टिलन को नहीं मानते हैं और रेलवे वे काम को नेगलेक्ट करते हैं। मैं मंत्री महोदय से निवेदन करूँगा कि वह अपने इंजीनियरिंग डिपार्टमेंट की तरह विशेष तवज्जह दें, ह्यूमन फेल्योर जिसकी वजह से होता है, चाहे वह बुझा हो गया है, आंखों से दिखलाई नहीं देता है या आपने ऐसा तबादला किया है जिस की वजह से रिफ्रेशर कोर्स नहीं दिया है, जिस की वजह से ऐसा हो सकता है या जैसे कि अपोजीशन के लोग कहते हैं कि वे ओवर-वर्क हैं। तो इन सभी बातों पर विचार किया जाना चाहिए। लेकिन हम इस बात में अपोजीशन के साथ सहमत नहीं हैं जो दवा उनकी तरफ से बतलाई गई है कि मिनिस्टर को रिजाइन कर देना चाहिए खासकर वक्त्रा साहब जैसे बुद्धिमान

और सीजन्ड पोलिटिशियन की तरफ से यदि ऐसी दवा बतलाई जाये तो सिवाय पोलिटिकल मूव के और कोई बात समझ में नहीं आती है।

सरजू पाण्डेय जी ने जो कुछ कहा उसके लिए जैसे कि एक कहावत है कि जिसकी जीभ नाक छूनी है उसका कोई मुकाबला नहीं कर सकता है तो उन्होंने जो कुछ भी डाक्टर साहब के बारे में कहा वह किसी भी प्रकार शोभनीय नहीं था।

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : Sir, it is a matter of great distress and profound sorrow for me that these two or three serious accidents have occurred, and I share the concern of the Members of the House that every effort should be made to prevent the recurrence of such accidents.

As Shri K. N. Tiwary just now pointed out, it should be our bounden duty and it is our duty, and we are also saying that all possible care is taken to prevent these accidents. But, at the same time, I do not agree with several Members who have said that negligence has been shown. There is negligence at some points : at Jajpur, I do agree that this accident was due to some negligence, but I do not want to say anything because it will be properly enquired into by a competent authority and we will have to await the report of that authority. But, in the meantime, the persons responsible have been arrested by the police there, to which Shri K. N. Tiwary has made a reference.

Some doubts have been created about the statement that I made after the Magai bridge accident. When I returned from there, people did not enquire and the press people asked what caused that accident. I did not say and I did not use the word 'sabotage' as my friend Shri Nambiar has pointed out, but I said that I did see a rail line which was about one foot or a foot and a half away from its proper place; the fish-plates were missing. I did not make any inference of my own.

SHRI FILOO MODY (Godhra) : Did it walk away ?

DR. RAM SUBHAG SINGH : Whatever it may be, I shall read out the Report, Part I, of the Additional Commissioner of Railway Safety. The Commissioner has said :

"Having considered the material, circumstantial and oral evidence, I find that (i) the derailment of the 6 Down Allahabad-Gorakhpur express train on the night of 21st June, 1969 between Jakhania and Dulahpur stations on the North Eastern Railway was the result of a deliberate act of sabotage of the track."

We have not gone to enquire into the matter. This Commissioner works under the Ministry of Civil Aviation. He further says :

"The dastradly act was committed by persons unknown, who opened the joints and fastenings of a rail 39 feet in length at kilometre 94/12-11 and displaced it from its former intact position.

- (ii) The offenders who have been apparently planning to inflict the maximum damage upon the train chose to break the continuity of the tract on the approach of a girder bridge where the embankment is 22 feet in height."

"This continuity of track, in day light or in the engine headlight at night, is impossible of detection at high speed to avert an accident. The speed of the Express Train was well below the maximum of 75 km per hour authorised on this section. No responsibility can possibly lie on the driver who was killed in the gruesome disaster."

18 hrs.

Shri Sarjoo Pandey said that driver was new. But he is not the competent authority. The competent authority says that the responsibility can possibly lie on the driver.

SHRI NAMBIAR : Who could have been given a judicial inquiry.

DR. RAM SUBHAG SINGH : I would request hon. Members to hear me first. They have made capital out of these accidents.

AN HON MEMBER : Who had made out capital ?

DR. RAM SUBHAG SINGH : Hon. Members who said about this. They tried to highlight that every day accidents are occurring. Shri Hem Barua, particularly, said that he was afraid of accidents while coming this time. But that is not the position and he has safely come here.

श्री रवि राय (पुरी) : यह तो कहने की शैली है ।

डा० राम सुभग सिंह : यह तो ठीक है । लेकिन इतना एग्जजरेशन नहीं होना चाहिये कि जो कह रहा है उस पर भरोसा ही न हो ।

The total number of accidents which occurred on the Indian Railways during 1951-52 was 16,142 as against 293.2 million train kilometres and 5031 during 1968-69 as against 460.6 million train kilometres. I am giving these figures so that he may understand or those who are in doubt may clear their doubt. In other words, while the train kilometers increased by 54.5 per cent, the total number of accidents declined by 68.8 per cent.

श्री रवि राय : ये दोनों ऐक्सीडेंट्स तो जस्टीफाई नहीं होते हैं ।

DR. RAM SUBHAG SINGH : I am not justifying it. I have to say that 10,000 trains run every day. Shri Sheo Narain rightly said that if Shri Ram Sewak Yadav met with an accident there in Lucknow who is responsible for that.

SHRI RABI RAY : You are responsible.

DR. RAM SUBHAG SINGH : What action did you take against me.

श्री राम सेवक यादव : वह तो आप का काम है । आप लीजिए ।

डा० राम सुभग सिंह : आप अपने से गिरे थे। आप अपनी मीटिंग में गिरे थे। उसके लिए कुछ नहीं है।

Shri Krishnamoorthi said about railway accidents and he also tried to highlight that fact. He said that the Congress-administered Government.....

श्री रवि राय : इनके एक्सीडेंट और ट्रेन एक्सीडेंट की कोई तुलना नहीं है।

डा० राम सुभग सिंह : आप जरा शान्ति से बात तो सुनिये।

MR. CHAIRMAN : The hon. Minister will kindly address the Chair.

SHRI KUNDU : Through you, Sir I would request the hon. Minister to treat this matter above party level.

DR. RAM SUBHAG SINGH : Why are you worried about that. If you attack me be prepared to bear my attack. I was saying that Shri Krishnamoorthy said that the Congress-administered railways are not doing well. I accept that if he feels like that.

SHRI V. KRISHNAMOORTHY : You are using the railways to kill people.

DR. RAM SUBHAG SINGH : What about the government run by your Party ? On the 12th of last month how many people were killed in bus accidents ? How many people were killed by taking liquor ? More than 200 people have died like that. Let him take the statistics and find out how many people died due to the inefficiency of the government run by his party (*Interruption*).

MR. CHAIRMAN : I would suggest that the hon. Minister should address the Chair.

DR. RAM SUBHAG SINGH : While he is attacking the Congress, Shri Krishnamoorthi is not prepared to attack his own regime in his State or admit their mistakes. What about the number of people killed in bus accident in his State ? Is that not the

responsibility of the State Government ? What has he done there ?... (*Interruption*).

MR. CHAIRMAN : I would request the hon. Members to listen to the hon. Minister. They had their say and now the Minister is replying. I would request the hon. Minister also not to provoke the hon. Members. Let him address the chair.

DR. RAM SUBHAG SINGH : I would not provoke anybody. But why are they afraid of facts ? When I read facts they say "do not read facts". And when I go beyond facts they start shouting.

SHRI S. KUNDU : What about the accidents at level crossings ? They have not decreased.

MR. CHAIRMAN : The hon. Member may not agree with the hon. Minister. Yet, he should allow him to continue his speech.

DR. RAM SUBHAG SINGH : Shri Hem Barua and several other hon. Members referred to the difficulties faced on the N.E. Railway regarding light on trains due to irregularities in electrical fittings. Even though they do not contribute to the accidents, I will see to it that the electrical fittings are properly maintained.

He has also referred to the heavy loads. It is a fact that diesel driven trains carry more load, about 2,000 tonnes of coal iron ore. But the tracks have been proportionately improved and whenever there is any difficulty or weakness we attend to it. He referred to sabotage. In that connection I read out the report of the competent authority.

He mentioned that the Minister of State reached Jadhavpur a day late. That is not correct. He did reach there the next day. But he left Delhi on that very day. He tried to leave Delhi as soon as possible but it was not physically possible for him to reach there on that day because no plane was available at that time due to heavy rains.

I do appreciate the suggestion which Shri K.K. Chatterjee has given that some machinery should be evolved to see that

insurance is introduced for railway passengers. I will see how best we can give effect to that system. While I do not make any promise, I will try to have it studied.

Shri K. P. Singh Deo said that these accidents may also be due to frustration on the part of railway employees. I will go into the question and find out whether the railway employees were over-worked. Shri Nambiar and a few other hon. Members have also referred to this. In case this is true in the case of these two accidents, I will see to it that it is not repeated.

Shri Randhir Singh made some very good suggestions. They will be carefully studied and we will see how we can implement them.

18.09 hrs.

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

Shri Berwa suggested that the loss incurred on account of accidents should be deducted from the allotments to the State Governments. I do not want to blame anybody but I want to point out something. Hon. Members would have seen from the press that on the 6th of July at about 9.25 hours a special military train from Phulganj to Katihar was stopped by some miscreants by placing obstructions on the track near Rani-ganj and three wagons were broken and some military equipments looted. The matter is being gone into by the police and some arrests have also been made. I am simply reading out and am not giving my own inference.

On the 11th July a goods train, No. 408 Down, was stopped by some miscreants between Baghmari Bridge and Maniktala Bridge on the Sealdah-Naihati Section of the Eastern Railway. There also some military equipment was looted.

Two days earlier, on the 20th July at about 8.15 hours, an engineering gangman, while patrolling the track between Maskinwa and Lajpat Nagar railway stations on the Gonda-Gorkhpur section, noticed one pair of fishplates and four bolts on the left hand side of the track removed and lying by the side of the track. These things are very ominous signs.

SHRI BAL RAJ MADHOK (South Delhi) : He is simply mentioning the facts. What are the reasons? Who are the people behind it?

DR. RAM SUBHAG SINGH : If I utter a word, they will start objecting.

SHRI BAL RAJ MADHOK : We want your opinion about it.

DR. RAM SUBHAG SINGH : These matters are being gone into by competent people. Those who are supposed to inquire are inquiring into the matter. The moment I get their reports I will place copies of those reports on the Table of the House.

SHRI BAL RAJ MADHOK : Say that and not that some people will get annoyed; therefore, you will not speak.

DR. RAM SUBHAG SINGH : Just now you heard Shri Sarjoo Pandey saying that Railway Board members are rotten and it was right of Shri Tiwary to retort that those who are themselves of that pattern only can speak in that fashion.

SHRI SAMAR GUHA : Two serious events have happened in West Bengal with military trains. You must go into the reasons. Some military stores were looted.

DR. RAM SUBHAG SINGH : I will get the report and disclose it here when I get it. I have already said that.

Mention has also been made of the Kunzru Committee Report, 327 recommendations of that committee's reports have already been implemented. Virtually we are acting according to that report. While the improvement has been steady and continuous over the years, it is more marked after 1963-64 when the impact of the recommendations made by the Railway Accidents Committee, 1962, under the chairmanship of Pandit Kunzru began to be felt.

The Railway Accidents Inquiry Committee, which was appointed in 1968 by my predecessor, Shri Poonacha, under the chairmanship of Shri K.K. Wanchoo, retired Chief Justice of India, has in Part I of

[Dr. Ram Subhag Singh]

its report commented upon this significant improvement in the trend of accidents on the railways. It is stated that there was a significant decrease during the five-year period ending 1967-68 as compared to the six-year period ending 1962-63 and that it is clear that the recommendations of the Kunzru Committee did make an impact in promoting safety in train operations on the Indian Railways during the last few years and in reinforcing the normal efforts made by the administration over the years to bring down the incidence of accidents.

SHRI K.P. SINGH DEO: But in spite of this you are having more than a thousand accidents a year.

DR. RAM SUBHAG SINGH: But it has come down from 16,000 to 5,000. What more do you expect?

श्री रवि राय : आपको कहना चाहिये, कभी नहीं होगा ।

डा० राम सुभग सिंह: मैं इस सदन में कोई झूठ बात कहना नहीं चाहता ।

श्री रवि राय : आपको कहना चाहिए कि कोशिश आप इसके बारे में करेंगे ।

डा० राम सुभग सिंह: कोशिश पूरी होगी कि एक भी एक्सीडेंट न हो । लेकिन यह मैं कभी नहीं कहूंगा कि कोई एक्सीडेंट नहीं होगा ।

SHRI NAMBIAR: Even running over cattle is considered to be an accident. We are not worried about that accident.

DR. RAM SUBHAG SINGH: But you never meet with an accident. Some hon. Members did mention about other railways. I do not want to burden the House by quoting figures. But the incidence of collisions and derailments per million train kilometres on the Indian Government Railways is only 2.33 while the Japanese National Railways is 3.53, the Canadian National Railways—3.68 the Canadian Pacific Railways—3.68.

SHRI S. KUNDU: The Canadian Railways kill more persons and your Railways kill less persons.

DR. RAM SUBHAG SINGH: Therefore, I say, I do not want to quote figures.

We are making all possible efforts, say, for instance, four things are needed and the Kunzru Committee has made recommendations regarding that, that is, accidents can be prevented by education, effective supervision, engineering aids and enforcement. We are trying to introduce latest technical devices on railways. But as the House knows, it is not possible to get that done in one day. Even with those devices, I might be permitted to say, there cannot be an accident-free railways. Still they can be minimised. Our efforts will be directed in that direction.

I think, I have virtually covered all the points that were made here.

SHRI NAMBIAR: What about judicial inquiry?

DR. RAM SUBHAG SINGH: Actually, you might have noticed that most of the Members wanted that there should not be any multiplication of large number of committees. Therefore, I want to depend on the machinery of the Civil Aviation Ministry. Wherever there is going to be an accident, it will be inquired into by a very competent authority. But sometime there is bound to be a difference of opinion. I reject what Mr. Nambiar has suggested. I also oppose the adjournment motion of Mr. Hem Barua and I have every hope that the House will clearly rejected his adjournment motion.

SHRI HEM BARUA: Mr. Deputy-Speaker, Sir, I would say that the adjournment motion has brought a very fruitful discussion and the hon. Minister has also said that he propose to take steps to prevent accidents in the country. That is an assuring thing. But it must not be only on paper. It must be implemented so that accidents are prevented. We hope and trust he will see that accidents are prevented.

It is a fact that there is a decline in the number of accidents. But, as I said

in my initial remarks, there is a difference between minor accidents and major accidents. Major accidents have taken place in the country and you know hundreds of lives have been lost. We do not want these things to be repeated.

The hon. Member, Mr. Chatterji said that this was inspired by political motivation. I can assure him that there is nothing political about this adjournment motion. This was brought about absolutely on humanitarian grounds. After this assurance, I would welcome Mr. Chatterji supporting the adjournment motion because it was brought about entirely on humanitarian grounds.

Then Choudhary Randhir Singh gave a big catalogue of accidents in different avenues of life, truck accidents, motor accidents automobile accident, air accidents, cycle accidents, rickshaw accidents, this accidents and that accident. But he forgot to say one thing. Children are also born out of accident. Whatever that might be, that cannot be a justification for the accidents that have taken place.

As I said in my initial remarks, there should be a judicial inquiry into the accidents on the Allahabad-Gorakhpur line. An inquiry that was held was by the Additional Commissioner of Railway Safety, Calcutta. This is a departmental inquiry. This has given rise to doubts and in order to remove doubts and pinpoint the actual causes of the accident, I think, there should be some sort of a judicial inquiry. If you go on seeing bug-bears because an adjournment motion is brought about, I would say, that is not a very inspiring thing. There should be honest people outside the Congress Party also and, therefore, to accuse other people of motives is not good. I do not believe in those tactics. Whatever that might be, we must not forget that this was a humanitarian question, human lives were lost, the lives of men, women and children were lost; the whole site where the accidents took place was full of groaning sounds of suffering people. I hope and trust that the House, in a humanitarian spirit at least, would support my adjournment motion and see that accidents are prevented, such accidents do not recur.

SHRI NAMBIAR : I suggest a compromise formula. Let them order judicial inquiry ; then, we will withdraw the motion.

MR. DEPUTY-SPEAKER ; The question is :

“That the House do now adjourn”

The motion was negatived

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18.21 hs.

INDIAN RAILWAYS (SECOND AMENDMENT) BILL—Contd.

MR. DEPUTY-SPEAKER : Mr. Nambiar may continue his speech. The Prime Minister is just coming in a minute.

SOME HON. MEMBERS : No, no. The House should be adjourned.

MR. DEPUTY-SPEAKER : The Prime Minister is coming in a minute. Mr. Nambiar may continue his speech. Otherwise, you will not get the opportunity.

SOME HON. MEMBERS : No, no, Adjourn the House.

SHRI PILOO MODY : There is no business before the House. The House should be adjourned.

MR. DEPUTY-SPEAKER : Mr. Sheo Narain.

श्री शिवनारायण : रेलवे मंत्री जी ने जो प्रस्ताव किया है मैं उसका समर्थन करता हूँ और रेलवे बोर्ड से हमारी अपील है कि देश की सुरक्षा के लिए, देश को बनाने के लिए वह कुशलतापूर्वक कार्य करें। वह अपने काम को इस देश में ठीक तरह से चलाएं।... (व्यवधान) कुल जमें हस्ती से तू उबरा है मानिन्दे हुवाब। इस जयाँखाने में तेरी इन्तहा है... (व्यवधान)...

अध्यक्ष महोदय, यह कोई जिम्मेदार आदमी नहीं है। इस देश की रक्षा करना हमारा और आपका फर्ज है। मैं रेलवे मिनिस्टर को