

[Shri S. M. Banerjee]

out. I would like to know whether the Railway Ministry is not directly responsible for this failure and for the loss of lives of those people and whether there would be an inquiry into the whole affair by a high-powered commission, and how many chains have been blanked off.

**The Minister of Railways (Shri S. K. Patil):** Every day there are hundreds of cases—not one or two—of failures of various kinds; this House has discussed them often and sometimes questions were asked as to why a research section should not be created; it has also been created. Therefore, there is nothing that there has not been any failure on the part of personnel. What my colleague had said was that, so far as those particular accidents were concerned, there was no failure on the part of personnel. The question is that we have got to strike a balance. Four years ago, in 1962, when there were a series of chain-pullings causing so much of inconvenience and delay, after much discussion it was decided in those years that the chain should be blanked off over the section where these things were in a large number. (*Interruptions*). Unfortunately that used to be this section, i.e., between Banaras and Allahabad. The pity of it is not that the chain was permanently blanked out, but only that section is blanked out; immediately when the train comes to the other parts, it begins to operate. But I find on an enquiry today—because this had happened—that it is a very serious thing because the passengers must have some security. It may happen—the chance may be one in a hundred—that some persons might be using it in a frivolous manner, but because some people do it in a frivolous manner, surely it is not justified that the others should not have that. We have taken a policy decision when this incident occurred that this blanking off must stop, no matter how much inconvenience we have to suffer because

even those who might have jumped out of the train and died, did so because they wanted to save their lives. Therefore, we have taken that decision.

**श्री यशपाल सिंह (कैराना)**

समाजवाद की संहिता में कहीं ऐसा भी लिखा हुआ है कि गरीब आदमी की जान की हिफाजत न की जाय और अमीर आदमी की जान की हिफाजत की जाय? जब भी कभी आग लगती है तो घड़े क्लास की बोगी में आग लगती है ; फर्स्ट क्लास के डिब्बों में भी आंच नहीं आती, इसका क्या कारण है? इन्को आंच कैसे दूर करेंगे ?

**Shri S. K. Patil:** Should I reply? Some years ago there was a fire in a First Class compartment and an hon. member of this House died.

12.19 hrs.

#### PAPERS LAID ON THE TABLE

KERALA MOTOR VEHICLES RULES, 1961

**The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy):** I beg to lay on the Table a copy of Notification S.R.O. No. 45/66 published in Kerala Gazette dated the 15th February, 1966, making certain amendment to the Kerala Motor Vehicles Rules, 1961 under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, read with clause (c) (iv) of the Proclamation dated the 24th March, 1965, issued by the Vice-President, discharging the functions of the President, in relation to the State of Kerala. [*Placed in Library, See No. LT-6134/66*].

ESSENTIAL COMMODITIES ACT, 1955

**The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri**