

चाहता हूँ कि जब सारा काम पूरा हो गया है तो आइंदा माली साल बजट में इस लाइन को लिया जायगा कि नहीं ? यह मैं इसलिये कह रहा हूँ कि यह लाइन भागलपुर को सथाल परगना से मिलाती है और एक तीर्थगाह है मंदारहिल का भगवान मधुसूदन का और जैन मंदिर है । यह लाइन बैजनाथ धाम जाती है और सथाल परगना के बीचों बीच एक भी रेलवे लाइन नहीं है । यदि इस 55 मील लम्बी लाइन को बढ़ा दिया जाता है तो इससे भागलपुर कनेक्ट हो जायगा सथाल परगना से और सथाल परगना के लोगों को जमशेदपुर और कलकत्ता आदि स्थानों को जाने के लिये सहूलियत होगी । इसलिये सरकार बताये कि आइंदा माली साल बजट में इस लाइन को लिया जायगा कि नहीं ?

**श्री मल्लिकार्जुन:** अध्यक्ष जी, मैं बता चुका हूँ कि इस लाइन का सर्वे हुआ है और रिपोर्ट एग्जामिन की जा रही है । रिपोर्ट एग्जामिन होने के बाद प्लानिंग कमीशन को यह मामला जायगा, जब प्लानिंग कमीशन उस की स्वीकृति दे देगा तो जरूर हम इस को लेंगे ।

**श्रीमती उषा वर्मा :** मैं मंत्री जी से जानना चाहती हूँ कि लखनउ से बरेली छोटी लाइन को बड़ी लाइन बनाने के बारे में मैंने सुझाव दिया था उस के बारे में क्या हो रहा है ?

### Number of Train Accidents

\*271. **SHRI AJIT BAG:**

**SHRI KAMAL NATH:**

Will the Minister of RAILWAYS be pleased to state:

(a) total number of train accidents which occurred during the current calendar year (month-wise) till November, 1981; figures of passenger and goods trains separately;

(b) reasons behind each accident;

(c) whether Government are aware about the fact that the number of people killed and injured in railway mishaps in the last 10 months is almost as many as the tally of three previous years;

(d) if so, reaction of Government thereto; and

(e) steps taken by Government to prevent such accidents strengthening the safety rule?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). A Statement is laid on the Table of the Sabha.

### Statement

(a) The month-wise position of train accidents which occurred on the Indian Government Railways during the period 1-1-81 to 30-11-81 is indicated below :—

Month	Trains accident involving		
	Passenger Trains	Goods-Trains	Total
January	23	66	89
February	12	60	72
March	26	56	82
April	35	59	94

Month	Accident involving trains		
	Passenger trains	Goods trains	Total
May . . . . .	28	66	94
June . . . . .	42	54	96
July . . . . .	26	92	118
August . . . . .	32	76	108
September . . . . .	28	80	108
October . . . . .	27	56	83
November . . . . .	27	58	85
<b>TOTAL</b> . . . . .	<b>306</b>	<b>723</b>	<b>1029</b>

(b) The causes of these accidents are given below :—

(i) Failure of Railway Staff . . . . .	495
(ii) Failure of persons other than Railway Staff . . . . .	88
(iii) Failure of equipment	
Mechanical . . . . .	155
Track . . . . .	32
(iv) Sabotage . . . . .	13
(v) Accidental . . . . .	35
(vi) Cause could not be established . . . . .	16
(vii) Cause under investigation . . . . .	195
<b>TOTAL</b> . . . . .	<b>1029</b>

(c) and (d). In the accidents that occurred during the period 1-1-81 to 30-11-81, 538 persons were killed and 1161 injured. During the preceding three calendar years i.e. 1978, 1979 and 1980, 626 persons were killed and 2335 injured. Casualties involved in train accidents are largely fortuitous. Out of 538 persons killed and 1161 injured during January to November, 1981, 433 persons were killed, and 461 injured in 7 accidents alone. To minimise casualties in train accidents, various measures like replacement of wooden bodied coaches with steel bodied coaches, introduction of anti-telescopic designs, etc. are being taken.

(e) As the failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the railways are engaged in a renewed campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in Carriage and Wagon Depots have been intensified. Greater attention is being paid to the proper maintenance of track. Renewal of track and condemnation of overaged rolling stock has been stepped up. In order

to reduce dependence on human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting, etc. are being introduced progressively.

Diesel and electric locomotives have been provided with flasher lights. In case of an accident to a train, these flasher lights are switched on to warn the driver of an approaching train to stop. This avoids the chances of a train running into the derailed vehicles of another train. Breathlyser test has also been introduced so that the staff do not come on duty in a state of intoxication.

In order to see that operations and maintenance of rolling stock and permanent way are placed on a sound footing, a special safety team from the Railway Board in going round the Railways, where it is examining the compliance with safety provisions in day to day working. Similar teams have been formed on the Railways to make inspections in greater detail and report to the General Managers so that immediate corrective action is taken.

**SHRI AJIT BAG:** The responsibility for most of the Railway accidents and casualties has been laid upon the workers and human failure, but it is not a fact. Twelve thousand kms. of railway tracks are defective and the wagons, bogeys, sleepers etc. are also in a damaged condition. It is not, therefore, a fact that human failure is responsible for this. The system of brake power certificate has also been given a go-by. My specific question is: is it a fact that the earlier system of fresh brake power certificate after the train travelled a distance of 480 kms. has been dispensed with from January, 1981 and trains are being allowed to travel upto 3000 kms., without fresh checking for brake power? Further, has the element of metal fatigue been assessed before

issuing such instructions? If so, who did it and whether the Government can produce this analytical report in the House? Does it not prove the failure of the Administration to implement the safety rules enunciated by the Railway Administration itself?

**SHRI MALLIKARJUN:** Sir, it is true that out of the 1029 accidents which have taken place, the dominant factor in 495 was human failure and also some mechanical failure. And the Hon. Member's contention that brake-power is not properly being examined is totally wrong. Brake power is essentially examined and these accidents have taken place because of some other defects also. Government is aware of the fact that maintenance of the rolling stock is one of its predominant duties and it is seeing that such defects do not occur. So far as human failure is concerned, I have told you that it is the largest factor.

**SHRI AJIT BAG:** Sir, my question is: Is it a fact that the earlier system of fresh brake power certificate after the train travelled a distance of 480 kms. has been given a go-bye and whether it is a fact that from January 1981 trains are allowed to run up to 3,000 kms. without fresh checking of brake power?

**SHRI MALLIKARJUN:** That is what I am trying to impress upon the Hon. Member. If he is not merely after 450 kms. brake-power must be checked up, then it is not that after 5,000 kms. it should not be checked. But the point is . . .

**SHRI AJIT BAG:** Whether it is a fact or not, let him say; then explain.

**SHRI MALLIKARJUN:** The point is that the accidents have not taken place as is being imagined due to the failure of the brake-power. Unless brake-power is fit, we will not allow the rolling stock to go out of the Yard.

SHRI SATYASADHAN CHAKRABORTY: Sir, we are not interested in the point. We are interested in the question. He should say 'yes' or 'no'.

SHR: MALLIKARJUN: No.

MR. SPEAKER: I am surprised even 'no' satisfies.

SHRI SATYASADHAN CHAKRABORTY: Sir, I am totally satisfied because this 'no' signifies his total ignorance.

SHRI AJIT BAG: Sir, my second supplementary is: In how many cases or sections have the operating staff like Station Masters, Switchmen, Drivers, Guards been declared intensive, as was directed in Justice Rajadhyaksha's Award more than 35 years back? And is it a fact that in one of the accidents, the engine-driver was on duty for more than 24 hrs. and that human failure, as is being termed by the Railway Authorities, is the end result of such excessive duty beyond human endurance and that in many Sections, the Railway Board is ordering Firemen to run trains instead of Drivers due to inadequacy of Drivers because of which accidents are frequent?

SHRI MALLIKARJUN: Sir, it is totally wrong. We will never allow a driver to run the engine for 23 hrs. It is only after proper rest of 12 hours, he is taken back. It is a wrong conception that the drivers are being taken in for more hours of service and that this is the cause of accidents.

SHRI KAMAL NATH: Sir, I don't know whether you have seen the Statement which has been laid on the Table of the House. One of the sentences in this Statement is that train accidents are largely fortuitous. That means you must consult an astrologer before you get into a train? The way things have been going on accidents that do not happen are

accidental. In the earlier question about the furs over passes I think that those who do not have passes are the lucky ones. I don't know how many people who have got passes have become casualties.

MR. SPEAKER: Is that also accidental?

SHRI KAMAL NATH: Steps which have been elaborated on this are very noble indeed. I am sure these steps have been conceived right at the beginning of the year when the accidents started occurring. The position appears to be that these steps are not being implemented, because there has been no downward trend. If we look at the figures from January to November, except for the accidents having gone down during three months, it is still 83 or 85 during the subsequent months. During this year, i.e. in eleven months, more people have died than in the last three years.

I am just amplifying my question. My point is that these steps must be made effective indeed. What are the measures being taken to ensure that these steps are implemented—because these steps do not appear to be implemented?

I want steps taken to ensure that these steps are implemented.

SHR: MALLIKARJUN: For implementation, we have recently appointed a sub-committee of Joint Directors who will go round all the Railways and see how the directives of the Board are implemented.

MR. SPEAKER: You should see that there is coordination, if it is not there.

SHRI KAMAL NATH: I have got to ask another question.

MR. SPEAKER: No, Sir. Now Mr. Jatiya. Mr. Scindia, let me have Mr. Jatiya first, and then I will call you.

**श्री सत्यनारायण जटिया :** अध्यक्ष महोदय मैं आपके माध्यम से मंत्री महोदय का ध्यान पटना में हुई रेल-दुर्घटना की ओर दिलाना चाहता हूँ। दुर्घटनाग्रस्त गाड़ी में चार संसद सदस्य, जिनमें मैं स्वयं भी था, और पार्लियामेंट का स्टाफ यात्रा कर रहे था। हमें एक बेकार सा डिब्बा दिया गया था जो पंजाब मेल में लगाया गया। जिस पटरी पर पंजाब मेल अपनी तेज गति से जा रहा था उसी पर एक इंजिन खड़ा था जिससे टकरा कर यह दुर्घटना हुई। सौभाग्य से और आपकी सद्भावना से हम बच गए लेकिन पार्लियामेंट के स्टाफ के लोगों को काफी चोटें आईं। यह जानना चाहता हूँ कि क्या मंत्री महोदय मेनटेंनेंस की कास्ट कम कर के गाड़ी में खराब डिब्बे, आउट-ऑफ डेट कोचेस, जिन्हें नहीं लगाना चाहिए, लगाना चाहते हैं और क्या वह मेनटेंनेंस की कास्ट को कम कर के इस प्रकार से लोगों की जिन्दगी को खतरे में डालना पसन्द करते हैं ?

**अध्यक्ष महोदय :** श्री पांडे एफिरोसी और डिसिप्लिन को मजबूत करें।

**रेल मंत्री (श्री केशर पांडे) :** जब एक्सिडेंट हुआ, तो मैं वहाँ था, और मैंने माननीय सदस्य से मुलाकात की। लोक सभा और राज्य सभा के सदस्यों से मेरी मुलाकात हुई।

**श्री अटल बिहारी वाजपेयी:** मंत्री महोदय किस डिब्बे में थे ?

**श्री केशर पांडे:** मैं मेनटेंनेंस की बात कहना चाहता हूँ। मेनटेंनेंस की हालत यह है कि ब्राडगेज में पहले से 25 परसेंट मेनटेंनेंस इम्पूव किया गया है और मीटर-गेज में 50 परसेंट। जहाँ तक इम्प्ली-मेंटेशन का संबंध है, हम पराने ट्रेक

के रीन्यूअल और रिप्लिसमेंट में लगे हुए हैं और सिक्स्थ फाइव-थीअर त्लान में रीन्यूअल एंड रिप्लिसमेंट ऑफ दि रोलिंग स्टाक के बारे में 500 करोड़ रुपये खर्च किए गए हैं। गत वर्ष हमने इसमें करीब 77 करोड़ रुपये खर्च किए हैं, इस साल 110 करोड़ रुपये खर्च किए जा रहे हैं और 1982-83 में 130 करोड़ रुपये खर्च करने जा रहे हैं।

माननीय सदस्य ने कहा है कि इम्प्ली-मेंटेशन नहीं हो रहा है। मैंने इम्प्ली-मेंटेशन शुरू किया है। ओवरहालिंग और रिपरिंग में भी पहले से इम्पूवमेंट हुई है। बहुत दिनों से, छः सात वर्षों से, रोलिंग स्टाक का मेनटेंनेंस नहीं होता था। इधर हमने शुरू किया है। मैंने इस तरफ ध्यान देना शुरू किया है।

**श्री सत्यनारायण जटिया :** पटना की दुर्घटना के क्या कारण थे ?

**श्री केशर पांडे :** उस के बारे में कहना चाहता हूँ कि 25 हजार टोटल कोचेज हमारे पास हिन्दु-स्तान में हैं और उस में साढ़े सात हजार कोचेज ओवर-एज्ड हैं। यही स्टाक हम को मिला और इस स्टाक को इम्पूव कर के सारे हिन्दुस्तान में ..

(व्यवधान)

Please here me.

हाउस को मैं चाहता हूँ कान्फिडेंस में ले कर जो बातें हैं वह आप से साफ साफ कहूँ, 25 हजार कोचेज का टोटल स्टाक है जिस में साढ़े सात हजार कोचेज ओवर-एज्ड हैं और उस से सारे देश में हम 11 हजार गाड़ियां चला रहे हैं

जो भी स्टाफ है उसी से मैनेज कर रहे हैं। . . . . (ब्यवधान) . . . .

एक माननीय सदस्य पटना के बारे में बताइए।

श्री केदार पांडे : पटना के अंदर जो कोच के बारे में माननीय सदस्य कह रहे थे तो दूसरा कोई कोच अवेलेबल वहां नहीं था इसलिए वह दिया गया। बाकी मोल्ड कोचेज को हम रिप्लेस कर रहे हैं। हर साल बारह सौ कोच बढ़ा कर रहे हैं। यह हालत है और इसी हालत में हमें इस काम को करना है। You must appreciate my difficulties.

SHRI MADHAVRAO SCINDIA: In the classification of the causes of accidents under direct heads, it is very clearly seen that the largest single contributory factor is human error. I would like to know whether the Railways have recently taken up a system of psycho-technical testing and analysis of staff in certain categories in the Research Directorate, and if so, what steps are being taken to step up this activity.

Secondly, several committees have been set up to go into various aspects of the working of the Railways, the most recent of these being the Railway Reforms Committee under the chairmanship of Shri B. D. Pandé. I would like to know, what are the areas proposed to be covered by the R.R.C. and under their terms of reference what are these areas that would be covered and when is their report expected to be received.

Thirdly, a personal plea to you. We play a very major role in deciding the destiny of this nation and our security is a very important aspect. In view of these Railway accidents my humble plea to you is to request the Railway Ministry to issue us air passes, instead, at their expense so that our security can be ensured.

MR. SPEAKER: I thought that your suggestion implied that I should not travel by train!

SHRI MALLIKARJUN: So far as the first part of the question is concerned, for the efficiency of the staff the psycho-technical test conducted by the R.D.S.O. is required. Due to various factors which are part and parcel of every human being in position, whether it be X, Y or Z, for example a driver or a pointsman, to find out the psychology this test is being conducted and it is in operation. All the staff who are mostly responsible for the operational purposes have been undergoing this psycho-technical test.

SHRI SATYASADHAN CHAKRABORTY: Including the Ministers?

SHRI MALLIKARJUN: We three Ministers went to R.D.S.O. we have gone to that particular point where these psycho tests re-conducted.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): We have been put to test here.

AN HON. MEMBER: Did you pass the test?

SHRI MALLIKARJUN: The Railway Reforms Committee has got wide range of terms of reference, particularly in the formation of the zones and divisions and all aspects concerning the Railways about the operation and maintenance of staff matters, their welfare and so many other factors completely covering the entire Railway system. (Interruptions)

SHRI MADHAVRAO SCINDIA: What about air passes? (Interruptions)

SHRI JAFFER SHARIEF: Air journey is always safer. (Interruptions)

श्रीमती संयोगिता राणे : अध्यक्ष महोदय, पटना में जो एक्सप्रेस ट्रेन है, उसी डिब्बे में मैं भी ट्रेवल कर रही थी।

अध्यक्ष महोदय : मैं आपको मुबारकबाद देता हूँ।

श्रीमती संयोगिता राणे : माननीय मंत्री जी ने जो अभी कहा है

..... (व्यवधान) .....

अध्यक्ष महोदय : एक एक माननीय सदस्य बोलें।

श्रीमती संयोगिता राणे : मंत्री जी ने कहा है कि उनके पास डिब्बा नहीं था (व्यवधान) मंत्री जी वहीं पर थे और सुबह मिलने के लिए आए थे तो सी० एस० ओ० उनके साथ था। मैंने कहा था कि आपने इतना खराब डिब्बा दे दिया कि दस मिनट के अंदर ही एक्सप्रेस ट्रेन हो गया जबकि बाकी ट्रेन इन्टैक्ट रही। उस वक्त उन्होंने कहा कि हम आप को ए० सी० टू० टोयल दे रहे थे लेकिन मि० गुप्ता का नाम लेकर उन्होंने कहा कि उन्होंने रेपयूज कर दिया। गुप्ता को रेपयूज करने की कोई जरूरत नहीं थी और जब मैंने मि० गुप्ता से पूछा तो उन्होंने कहा कि हमने कुछ भी नहीं कहा था। जबकि मंत्री यहां पर कह रहे थे कि हमारे पास कोई डिब्बा नहीं था लेकिन सी० एस० ओ० ने कहा था कि ए० सी० टू० टोयल डिब्बा उनके पास था।

SHRI C. K. JAFFER SHARIEF: I am not aware of this. We will enquire about it.

श्री केदार पांडे : इसके बारे में हम जांच करेंगे लेकिन एक बात है कि उस वक्त जो डिब्बा गया वह गया किधर।

अध्यक्ष महोदय : आप भी डिब्बे में क्या?

श्री केदार पांडे : मैंने जाकर डिब्बा देखा था वह चलने लायक था, इतना पुराना नहीं था।

अध्यक्ष महोदय : मंत्री जी से कहूंगा कि केवल जांच ही न करें बल्कि जो फैसले हों उनको लागू करने में एफीशिएंसी हो और कुछ डिफिजिट को लागू करें। जब लागू करने की बात आती है तो कोई ताकत उनको रोक नहीं सकेगी।

Saharanpur-Shahdara B. G. Section

\*273. SHRI VIJAY KUMAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the works programme of 1980-81 it was decided that Saharanpur-Shahdara Board Gauge section will be extended to Delhi Junction and the Shahdara-Saharanpur trains will start from Delhi Junction from 15th August, 1981;

(b) whether it is a fact that the construction work of Delhi-Shahdara section has not been completed in due time, and the passengers are facing a great difficulty; and

(c) if so, reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is already a double line between Delhi-Shahdara and Delhi Main. No decision was taken in the Works Programme of 1980-81 to start through trains from Delhi Junction for Saharanpur from 15-8-1981.

(b) and (c). The works on the junction arrangements at Delhi-Shahdara and terminal facilities at Delhi Main are in progress. Due to constraints of funds, these works have not been completed.