

Limited and Minutes of the sittings of the Committee relating thereto.

12.34 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES ELEVENTH AND TWELFTH REPORTS

SHRI R. R. BHOLE (Bombay—South Central): Sir, I beg to present the following Reports (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:—

(i) Eleventh Report on the Ministry of Railways (Railway Board)—Reservations for and employment of Scheduled Castes and Scheduled Tribes in South Central Railway, and award of petty contracts, parcel booking agencies, and out-agencies to Scheduled Castes and Scheduled Tribes in South Central Railway.

(ii) Twelfth Report on the Ministry of Railways (Railway Board)—Reservation for the employment of Scheduled Castes and Scheduled Tribes in Central Railway; and award of petty contracts, parcel booking agencies and out-agencies to Scheduled Castes and Scheduled Tribes in Central Railway.

MR. DEPUTY-SPEAKER: Order, order. This is not the way.

DR. FAROOQ ABDULLAH (Srinagar): On a point of order, Sir. I have already given notice....(Interruptions)

SHRI JYOTIRMOY BOSU: Please allow him to make a personal explanation....

MR. DEPUTY-SPEAKER: I will not allow....

SHRI JYOTIRMOY BOSU: He has given notice.

MR. DEPUTY-SPEAKER: I would make it very clear that if he has given notice....Please listen to me, Mr. Jyotirmoy Bosu. When both of us talk, nobody understands, neither the people

in the press nor those in the gallery are able to hear. Should we not adopt a rational method?

Therefore, I am replying to you, that he has given notice for personal explanation to be made, it is under consideration. Therefore, that is over. It is under consideration.

12.36 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

COLLISION BETWEEN TWO SUBURBAN TRAINS AT ROOLI JUNCTION NEAR BOMBAY

SHRI RAMDEO KUMAR SINGH (Firozabad): उपाध्यक्ष महोदय, मैं अविलम्बनीय लोक-महत्व के निम्नलिखित विषय की ओर माननोय रेल मंत्रो जो का ध्यान दिलाता हैं तथा अनुरोध करता हैं कि वे इस संबंध में अपना वक्तव्य दें:—

“बम्बई के निकट गवोलो जंक्शन पर 24 अप्रैल, 1981 को दो उपनगरीय रेलगाड़ियों की टक्कर के परिणामस्वरूप बहुत से व्यक्तियों को मृत्यु और घमेकों के बायल होने के समाचार।”

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): Sir, on 24-4-81 at about 16.15 hours B 90 Up Bandra-Bombay VT local side collided with CM 15 Down local near Ravli Junction Cabin of Central Railway. As a result of the collision, 2 front coaches of B 90 Up local derailed and capsized and got interlocked with the rearmost 2 coaches of CM 15 Down local, interrupting through traffic on the Harbour Branch line.

I regret to say that as a result of this accident, 23 persons lost their lives, 52 sustained grievous injuries and 24 simple injuries. In addition, 79 persons sustained trivial injuries who were discharged after being rendered first aid in the hospitals.

Within minutes of the occurrence of the accident, Ambulance vans were rushed to the site by Civil Police, Sion, Bombay Port Trust Railway and Fire Brigade, Sion. The injured were removed to Tilak Hospital, Sion and KEM Hospital, Dadar. Medical Relief van from Byculla and breakdown trains from Byculla and Bandra Marshalling Yard were also despatched to the site.

Chief Operating Superintendent, Chief Signalling and Telecommunication Engineer and other officers from Central Railway and Divisional Railway Manager, Bombay, accompanied by other Divisional Officers reached the site immediately to supervise rescue and relief operations. Deputy Minister of Railways accompanied by Chairman Railway Board and Member Mechanical, Railway Board proceeded to the site by air to see that all possible assistance is given to the victims of the accident. They also visited the injured in the hospitals.

Ex-gratia relief has been arranged to the next of kin of the dead and to the injured.

Prima-facie, the cause of the accident appears to be human failure, the motorman of Bandra-Bombay VT local disregarding signals and colliding with the other train. However, the Commissioner of Railway Safety, Central Circle, Bombay, who is an independent statutory authority, functioning under the administrative control of the Ministry of Tourism and Civil Aviation, commenced his inquiry into this accident yesterday.

बी राजेश कुमार सिंह: उपाध्यक्ष भग्नोदय, माननीय मंत्री जो नेजी सदन के सामने अपना वक्तव्य दिया है, इस के पूर्व भी बहुत से वक्तव्य दुर्घटनाओं के बारे में मंत्री जो द्वारा दिये जा चुके हैं। मान्यवर, पूरा देश चिंतित है, रेलों में याक्रा करने वाले लोग तो चिंतित हैं ही लेकिन अब कुछ ऐसा लगने लगा है कि रेल से याक्रा करके लोग अपने घरों को लौट कर आयेंगे या नहीं, इस के लिये

उनके रूपमें चिंतित रहते हैं। 1980

में पहले जही 10 दिनों में 200 आकमी रेल की दुर्घटनाओं के लिए दुर्घटनाओं के बारे में यह कहना चाहूँगा कि इन 6 महीनों में 6 रेल दुर्घटनायें हुईं। इस का मतलब यह हुआ है कि एक महीने में ग्रोस्टन एक दुर्घटना हुई और आप ने उस में 10, 20 और 25 लोगों को दुनिया से भेज दिया। यह आपकी रेलों में दुर्घटनाओं का हाल है।

आप के रेल विभाग के कार्यालयों के बारे में एक रिपोर्ट की तरफ आपका ध्यान दिलाना चाहूँगा। आज के नवभारत टाइम्स में यह निकला है :

“एक रपट में कहा गया कि 1977-78 में हुई 28 बड़े दुर्घटनाओं में से 17 मानवों य भूलों वा परिणाम थीं। रेलवे दुर्घटना जांच समिति ने लगभग डेढ़ दशक पूर्व इस कारण की और विभाग का ध्यान खींचा था। इस रपट में स्वोकार किया गया कि 1977-78 में 376, 1978-79 में 364 और 1979-80 में 375 दुर्घटनायें सिंगल व्यवस्था में दोषण आ जाने से हुई थीं। मानव भूलों से होने वालों दुर्घटनाओं में चालक, सहचालक, फायरमैन आदि के दोष प्रायः उजागर होते रहते हैं लेकिन रेलवे के अनुसंधान संस्थान का कहना है कि रेलवे के इन कर्मचारियों में आधृतिक करण से उत्पन्न समस्याओं को समझने और नई चुनावियों का सामना करने का मुद्दा बहुत अधिक है।”

यह इन्होंने बही है। रेलों में जो दुर्घटनायें हुई हैं, पिछले साल इप्रेल, अंग्रेजटूबर में जितनों दुर्घटनायें हुई थीं और इस साल इप्रेल और अंग्रेजटूबर के बीच में जो दुर्घटनायें हुई हैं, उन का अगर हम मुकाबला करें, तो यह पता चलेगा कि

[श्री राजेश कुमार सिंह]

जहां इस साल अप्रैल, और अक्टूबर, 1980 के बीच में 502 दुर्घटनायें हुई हैं, वहां उसके पूर्व अप्रैल, और अक्टूबर, 1980 के बीच में 429 दुर्घटनायें हुई थीं। इस तरह से आप देखेंगे कि इस साल दुर्घटनायें अधिक हुई हैं।

अब प्रश्न यह प्राप्ता है कि इन दुर्घटनाओं का कारण क्या है? मंत्री महोदय तो कमटो बढ़ा देते हैं और इन्होंने जो इन दुर्घटनाओं को रोकने के लिये सेफ्टी विभाग बना रखा है, पता नहीं उस को अपनी कोई सेफ्टी है या नहीं, लेकिन ये जो कीर्तन हैं, उन से पता चलता है कि इस मामले में कितनी प्रगति हो रही है। यही नहीं, मैं आपका ध्यान बम्बई उपनगरीय रेल व्यवस्था की तरफ दिलाना चाहता हूँ। मई 13, 1978 को बैस्ट्रन रेलव पर गोरे गांव और मलाड के बीच में जो दुर्घटना हुई थी, उस में बीस आदमी मारे गये और 100 आदमी घायल हुये थे। इसी तरह से 12 फरवरी, 1976 को माटुंगा क्रोस-ओवर पर आता बाउन्ड बी० टी० लोकल का जो एक्सीडेंट हुआ था, उस में 68 आदमी मारे गय, 22 लोग बोगी में ही जल कर मर गये थे और 200 लोग घायल हुए थे। 18 अप्रैल, 1978 को बैस्ट्रन रेलवे पर ही अहमदाबाद जनता एक्सप्रेस और लोकल ट्रेन में जो टक्कर हुई थी, उस में 11 लोग मारे गये थे और 23 आदमी घायल हुए थे। यह बम्बई की उपनगरीय रेलों की आपकी व्यवस्था है।

मान्यवर, मैं यह बताना चाहता हूँ कि पहले सौराष्ट्र मेल एक्सप्रेस, जो माघी में टक्कराई थी, मेरा ध्याल है वही है, राज्य मंत्री ने कहा था, वहां उन्होंने वक्तव्य में कहा कि हम टैलोकम्यूनिकेशन सिस्टम का आधुनिकीकरण कर रहे हैं ताकि एक्सीडेंट भी हो पायें। पता नहीं यह आधुनिकी-

करण कब से चल रहा है और कब पूरा होगा। यह पूरा भी होगा, इसमें मुझे संदेह है। जसा कि मन्त्री जी ने कहा है, मैं चाहता हूँ कि इसमें जुड़ोत्तियम इंकार्यरी होनी चाहिए तभी कोई परिणाम इस एक्सीडेंट के बारे में हमारे सामने आ सकेंगे। नहीं तो यह प्रश्न जो अखबारों में आ रहा है कि यह एक्सीडेंट हुआ कैसे है, उसके बारे में सही निष्कर्ष पर नहीं पहुँच सकेंगे। मंत्री जी ने एक जगह कहा कि हृथूमन फेल्योर एक्सीडेंट हो गया। जैसा कि वक्तव्य में आया है आपकी कोई इंकार्यरी हो रही है, उस इंकार्यरी के बाद ही आप किसी नक्तिये पर पहुँचेंगे। अखबार में यह आया है—

“The rail mishap could have been averted in Bombay.”

आज के हिन्दुस्तान टाइम्स में आया है। उसमें सेंट्रल रेलवे मोटरमेंस एसोसियेशन के अध्यक्ष श्री मुखर्जी का एक वक्तव्य है। वह मैंने बोम्बे वाले अखबार में भी देखा है। उन्होंने आपने वक्तव्य में कहा है—

The President of the Central Railways Motormen's Association, Mr. D. R. Mukherjee, said that "the railway administration had some years ago rejected a suggestion which would have helped avert precisely the kind of accident that occurred yesterday". It is also said that the motorman had suggested that the main track from Wadala to Guru Teg Bahadur Nagar Station be isolated from the branch line from Bandra by installing a derailing switch or a dead end.

इस सुझाव के बारे में हिन्दुस्तान टाइम्स में इस बात का उल्लेख किया गया है कि जब यह आपके प्रशासकीय अधिकारियों के पास गया तो उन्होंने इसका

मजाक उड़ाया और उन्होंने कहा कि हमने इतना आधुनिकरण कर दिया है कि इसमें चलती हो ही नहीं सकती। क्या यह सुझाव आपके पास आया था और क्या आपने उस पर विचार करने प्रीर अमल करने की कोशिश की? क्या यह सुझाव जो मीटरमेंस एसोसियेशन से आया था उसको मजाक में ही टाल दिया।

एक मजे की बात और है। उन्होंने कहा कि जैसे ही लोग धायल हुए, वैसे ही जोरों की मदद भेजी गई। इस मदद के बारे में नेशनल हैरल्ड में लिखा है। मैं समझता हूं कि सत्ताधारी पार्टी की इस अखबार के बारे में अच्छी धारणा है। इसमें कहा है कि एक घंटे तक कोई रिलीफ टीम नहीं पहुंची। वास्तविकता यह है कि वहां जो मुम्ही झोंपड़ी बाले रह रहे हैं उन्होंने धायलों की मदद की। सरकार की कोई मदद नहीं आयी। सरकार ने उत्सेख कर दिया हमारी एम्बूलेंस वेंस वहां पर जीघ पहुंच गयी। यहां तक कहा जाता है कि जो एम्बूलेंस वेंस वहां पहुंची उनमें स्टेचर का अभाव था। मैं अस्पताल के स्टाफ की सराहना करूंगा कि उसने लगन से काम किया। लेकिन खेद की बात यह है कि उनके पास ब्लड नहीं था। बोम्बे इतना बड़ा शहर है, वहां पूरे शहर में ब्लड की कोई व्यवस्था नहीं। उन्होंने ब्लड के लिए लाउड-स्पीकर से अनाउंसमेंट किया। यही नहीं उन्होंने टैलीविजन बालों को यह सूचना दी कि वे इसे टेलीकास्ट करें तो शायद वहां के एक अधिकारी ने कह दिया कि वे इस बारे में विचार करेंगे। ऐसे केसिज में भी उन्होंने, ऐसी हालत में भी उन्होंने तुरन्त कार्यवाही नहीं की।

इसी तरह से जब भदोई में कानपुर के पास दुर्घटना हुई थी तो उस समय भी आठ घंटे तक गाड़ी खड़ी रही। उसके

बाद दिली के अधिकारियों ने वहां मदद भेजी। यह सारी परम्परा ऐसे मामलों में चल रही है। जब कि लोग मर रहे हैं, उनके अंग बिखरे पड़े हैं और स तरह से व्यवस्था की जाती है।

अब इस में एक मुख्य बात यह है कि इन सारी परिव्यतियों में जो कि इतनी भयानक हैं इनमें एक जुड़ोशियल इंकवायरी होनी चाहिए। यह इंकवायरी क्यों होनी चाहिए इसके बारे में आप इस से समझ जायेंग जैसा कि बोम्बे के टाइम्स आफ इंडिया में निकला है कि वे दोनों इस 6 मिनटट्रेट थीं। वे 6 मिनट लेट चल रही थीं, क्यों चल रही थीं कैसे चल रही थी इस बारे में जांच से पत चलेग। वहां के मोटरमैन का कहना है कि मुझ सिगनल मिल गया था इसलिए मैं गाड़ी ले कर गया था। प्रेस बालों को अपने वक्तव्य में माननीय मंत्री जो के अधिकारियों ने कहा है कि सिगनल सही नहीं था। टाइम्स आफ इंडिया में यह भी है कि सिगनल का तार टूटा हुआ था। जो सिगनल इंस्ट्रीडट हुआ, वह उस जगह पर दौड़ कर गया जहां से सगनल का संचालन होता है और वहां जा कर के उसने उसे ताला दे दिया। उसे जाकर उन्होंने ताला दे दिया। यह प्रश्न इस घटना से जुड़ा हुआ है और पता लगाना है कि कौन दोषी है और कौन नहीं है। यह बात तब तक साफ नहीं होगी जब तक जुड़ोशल इंकवारी नहीं होगी। इसलिए मैंग अनुरोध है कि जुड़ोशल इंकवारी अवश्य कराई जानी चाहिए, जिससे रोज होने वाली दुर्घटनाओं पर कुछ अंकुश लग सके।

आज हम देख रहे हैं कि रेलवे मंत्री जी रेलवे-बोर्ड के अंतर्गत कैद गए हैं, उनमें स्वयं निर्णय लेने की क्षमता

[श्री राजेश कुमार चाहिए]

नहीं है । यदि इनमें निष्पत्ति देने की समता है तो उन्हें जुड़ोशल इन्वारी की बात करनी चाहिए ।

दूसरी बात में यह कहना चाहता हूं कि सरकार ने जो अनुग्रह मुआवजे की राशि दी है, वह बहुत हो कम है । दो हजार रुपए से तो भाज दाहसंस्कार भी वहीं होता । मंत्री महोदय स्वयं अ्यावहारिक-जगत में रहते हैं और अच्छी तरह से जानते हैं कि दो हजार रुपए से कुछ होने वाला नहीं है, इसलिए मेरा निवेदन है कि इस अनुग्रह मुआवजे की राशि को कम से कम 10 हजार किया जाना चाहिए ।

इसी प्रकार जो मजदूर मर गए हैं उनके बच्चों को रोजो-रोटो और रोजगार दिलाने के बारे में भी विचार किया जाना चाहिए । इसी प्रकार जो लोग अपग हो गए हैं उनको भी जो दो हजार या एक हजार दिया गया है, उनका उससे कुछ होने वाला नहीं है । छलड आज मिल नहीं रहा है, दवा-दाढ़ पर भी बहुत खर्चा होता है, इसलिए मेरा निवेदन है कि इस रकम को भी कम से कम 5 हजार तक बढ़ाया जाना चाहिए । इसी प्रकार से धावलों को दी जाने वालों राशी में भी बढ़ि की जानी चाहिये । उसको भी दवाई, दूध इत्यादि के लिए अधिक राशि दी जानी चाहिए ।

मुआवजे के बारे में महानगर के मुख्य मंत्री रेलव-विभाग से आगे निकल गए और उन्होंने अपादा मुआवजा देने की बात कही है, लेकिन आपका विभाग शायद मानवता से संबंध नहीं रखता ।

सिग्नल-सिस्टम के आधुनिकीकरण की बात मंत्री महोदय ने स्वीकार की है ।

इस काम में लापत्ता ही नहीं बरती जानी चाहिए और शीघ्र ही सिग्नल-सिस्टम किया जाना चाहिए । आधुनिकीकरण को देखते हुए सिग्नल-मैन और स्टिवर-मैन के अधिकार की अच्छी व्यवस्था होनी चाहिए । जो ट्रेन को उन्हीं को नियुक्त किया जाना चाहिए । श्री कुमार, ड्राइवर के बारे में कहा जाया है कि उसे गुडस ट्रेन का अनुभव था । पता नहीं एक अनुभव-हीन ड्राइवर को कैसे यहां हृष्टो पर लाया गया । वह दुर्घटना दिन में हुआ है और दोनों ड्राइवर एक दूसरे को देख रहे थे, फिर भी दुर्घटना हो गई । क्या उनको उम्र अधिक थीं या आंखों को रोशनो खर्ब थी । इसलिए मेरा निवेदन है कि इन लोगों का मेडिकल चैक-अप भी समय-समय पर होता चाहिए । कई जगहों पर गेट-मैन नहीं हैं, जैसे कि आज ही एक दुर्घटना में बस टकरा गई और बहुत से लोग मर गए, ऐसे स्थानों पर उचित व्यवस्था को जाना चाहिए ।

मेरा निवेदन है कि अगर कोई ठोस कदम नहीं उठाया गया तो रोज कमेटियां बैठते रहेंगी, इनकारो कमापन बैठेंगे, रोज मांते होंगी, इस बारे में मैं कहना चाहतो हूं कि तिर्फ़ ड्राइवर या स्टिवर-मैन को परिशमेट देने से काम नहीं होगा, बल्कि जिन अधिकारियों का सुपरवाइजन है उनके खिलाफ़ भी कार्यवाही करने पड़ेगी । मिनिस्ट्री लेबल पर उन अधिकारियों का सुपरवाइजन कड़ा करने की आवश्यकता है । उन अधिकारियों पर कड़ाई होनी चाहिए, जो सुपरवाइजन करते हैं ।

रेल में व्यालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मलिकार्जुन) : उपाध्यक्ष महोदय, रावोलो जंबान पर हुई रेल-दुर्घटना पर सरकार अपना दुःख व्यक्त करती है ।

माननीय सदस्य ने कहा है कि मृतकों को दो हजार रुपया दिया है और इस राशि को अधिक किया जाना चाहिए। मैं इस संबंध में बताना चाहता हूँ कि मृतकों को एक सभी शिया के रूप में दो हजार रुपया दिया गया है और मूल्य-मंत्री, महाराष्ट्र द्वारा तीन हजार रुपया एकत्र शिया के रूप में दिया गया है। हर मृतक के परिवार को पचास हजार रुपये कम्पेसेशन के तौर पर दिया जाता है। जैसे ही कोई दुर्घटना होती है एड हाक क्लेम्ज कमिशनर का एव्हाइटमेंट होता है। उनके सामने मृतक के परिवार वाले साबित कर देते हैं तो उन लोगों को पचास हजार रुपये दिए जाते हैं। अभी हाल में उस में कुछ परिवर्तन हुआ है। अगर किसी के हाथ कट गए हैं,—इम्प्रूटेशन हो गया है तो उनको भी पचास हजार दिए जाएंगे। परं का हुआ है तो उनको भी पचास हजार देंगे। जो निःसहाय हो जाएंगे, वाम करने को अवस्था में नहीं रहेंगे उनको पैंडलीस होकर दिए जाएंगे। इस तरह से चलता है।

माननीय सदस्य के जो आरोप मोटरमैन पर हैं या और कोई हैं तो उनके बारे में भी हमारे सेफ्टी कमिशनर जांच कर रहे हैं। जैसे ही उनको फाइंडिंग आती है उनके आवार पर आगे को कार्रवाई की जाएगी।

मोटरमैन के बारे में माननीय सदस्य ने कहा है। उनके बास्ति हमारे यहाँ काफी ट्रैनिंग का इंतजाम है और काफी उनकी ट्रैनिंग होती है। उनके साइकोटेक्नीक टस्ट भी होते हैं। दूसरी रेलगाड़ियों में जो चलते हैं उनके भी इस तरीके से टेस्ट होते हैं। उस सम्बन्ध में वे किट थे। यह जो अचानक दुर्घटना हुई है इसके बारे में स्थनोप सूचना यह है कि किंग सकंप पर जो—बॉदगा-बम्बई गाड़ी हक गई थी वह रेड लाइट सिग्नल रहने पर भी आगे चली गई। यह एक आरोप है लेकिन इस आरोप को हम तब तक मान्यता नहीं दे सकते हैं जब तक कि सेफ्टी कमिशनर की रिपोर्ट नहीं आ जाती है।

श्री राजेश कुमार सिंह: मैंने पूछा था कि मोटर एसेसिंगन वालों का कोई सुझाव आया था इस ट्रेक के बारे में और आया था तो उस सवाल्यान क्यों नहीं दिया गया?

श्री अलिमकार्बुन: मंत्रालय को सुझा उपायों के सम्बन्ध में मोटर एसेसिंगन वाले तथा कई दूसरे कर्मचारी भी अपने अपने सुझाव देते रहते हैं। लेकिन हमारे पास भी कम अनुभवी लोग नहीं हैं। अपने अनुभवों के आधार पर भी हम आगे बढ़ते हैं। हमारे पास जो आग डी एस थी है इसका ग्रिसर्च सटर है। हमारे पास चीफ इंजीनियर हैं जो खुद का अनुभव रखते हैं और सभी के सुझावों और अनुभवों से हम लाभ उठाते हैं।

SHRI ZAINAL ABEDIN (Jangipur): Mr. Deputy-Speaker, Sir, we have been discussing one of the worst railway accident which took place in the recent past. As a result of this accident twenty-three persons had been killed and many others were seriously injured. But, what caused such a mishap? Who is responsible for this?

In the statement made by the hon. Minister it has been stated that:

"*Prima facie*, the cause of the accident appears to be human failure, the motor-man of Bandra-Bombay VT local disregarding signals and colliding with the other train."

It is needless to say that the Minister has made the statement on the basis of the report he has got from the railway authority concerned. But, there is still another version put forward by the railway operation department which cannot be set aside without taking it into serious consideration.

It is our experience that it generally happens that whenever any accident, a major accident or a consequential accident, whatever it may be, takes place, it is the motorman or anybody else of the running staff who is blamed for the accident.

[Shri Zainul Abedin]

In the past, it also happened that a fault was discovered in the signalling system but the signalling staff escaped with mild punishment or without punishment whereas the penalty for the erring motorman was severe. Side by side a few months back both up and down train had been given green signal on the same track at V.T. station and then an accident was averted due to the presence of mind of the down local motorman. In this case the signalling staff were not punished and the motorman did not receive a word of appreciation.

Sir, in the particular case under discussion also Shri R. K. Jain, Divisional Railway Manager has blamed the motorman of Bandra-V.T. train without any thorough investigation and even before official inquiry. But it appeared in the newspaper that the Bandra-V.T. train got a signal and the motorman of this train had also tried to avert the accident by applying the emergency brakes when he found that the train was going to hit the other train. It also appeared in the newspaper that when the first compartment of the train crossed the signal post then only the signal turned red. So, it will not be wise to think that it is the disregard of the motorman which is alone responsible for the accident.

Sir, it is not a single case of accident. In reply to a question recently the hon. Minister had said that in 1980-81 nine hundred and seventy six accidents occurred in which hundreds of people lost their lives, a good number of them were maimed and property worth crores of rupees has been damaged. So, the railway accidents have become a regular phenomenon. Apparently there may be different causes for different accidents but there is still the possibility that there may be certain common factors working in all these accidents. The point I want to raise is that we should have to find out whether the railway system itself is a defective one or not. In this connection I would like to mention that the Central Railway Motormen Union

which submitted a memorandum following the rail mishap at Matunga in 1966-67 to the Centre but it was of no avail. The President of the Union has lodged a complaint to the Railway Safety Commissioner a year ago about the defect in railway system but no action has been taken. After the accident, as revealed from the newspaper report, the route relay system at the Raoli junction has been sealed. Some doubts have been expressed by the concerned motormen that the authorities of the route relay system might set the signal system right if there is any wrong with a view to proving the motorman to be guilty. Shri Maneckji, President of the Central Railway Motormen's Union had said that motormen had submitted some 15 years ago a suggestion that a derailment method should be introduced at the Raoli junction which is an accident prone junction. If this is done, the switch will be fixed on the track and the train being at a slow speed at the junction the damages if caused at all would be minor but nothing has been done in this respect.

Before I put the question I would like to mention one more thing. In 1978 a high-powered committee under the Chairmanship of Shri S. M. Sikri, former Chief Justice of India was appointed by the Government to go into the causes of increasing accidents and to recommend remedial measures. The Committee have submitted its report long before but the same has not yet been published. In view of this, I would like to know whether there was any fault in the signalling system of the Raoli Junction at the time of the accident and whether the Route Relay system was functioning properly?

The Government has announced that family of those who died in the accident will be given a financial assistance of Rs. 2,000. those who have been injured seriously will be given Rs. 1,000 and the other victims will get Rs. 750. This is not enough. I would like to say that among those who have died in the accident, there may be some who were the only bread earner for the family. Now there may be no earning member in the family.

If no help is given, the family may be destroyed. In such a position I would like to know from the Hon. Minister whether he proposed to give jobs to any eligible member of the family on compassionate ground.

MR. DEPUTY-SPEAKER: This is a nice suggestion. The Government may consider that.

SHRI ZAINAL ABEDIN: Whether the Government is in a position to publish the Sikri Committee Report and to implement the recommendations contained therein?

Lastly, Sir, whether the Government is going to introduce the derailment method in the Raoli junction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Sir, the Hon. Member has got apprehension that we are guilty of the accident, which took place at Raoli Junction.

AN HON. MEMBER: Is there any doubt?

SHRI MALLIKARJUN: There is an apprehension in the mind of the Hon. Member who is guilty of the accident, which took place at Raoli Junction—whether the motorman or the person who was operating on Signal. So, I would like to clear the apprehension of the Hon. Member. The responsibility of the Government is not to make anybody guilty as such. The fact would be established after an inquiry by the Safety Commissioner of the Railway as to who is the guilty. The Hon. Member says the Motorman applied the Emergency break and so on and so forth. Neither I was there, nor was he. So, we should wait for the report of the Safety Commissioner of the Railways. Then proper action will be taken.

So far as compensation is concerned, Rs. 2,000 is only ex-gratia, not the compensation for the death. Rs. 50,000 is the amount fixed for the death and

it will be placed before the *Ad Hoc* Claims Commissioner. The Railways have moved for appointment of the *Ad hoc* Claims Commissioner.

In regard to employment to the eligible children of the dead, the matter is for the Government and a lenient view will be taken on it.

MR. DEPUTY-SPEAKER: Shri Hari-kesh Bahadur.

SHRI ZAINAL ABEDIN: Sir, he has not replied to my questions.

MR. DEPUTY-SPEAKER: That is all right. He has replied. There are some more Members. Do not take the time of the House.

SHRI ZAINAL ABEDIN: But Sir, my questions have not been replied to.

MR. DEPUTY-SPEAKER: Please sit down.

SHRI HARIKESH BAHADUR (Gorakhpur): I am also going to ask questions with the intention that my question will be replied to.

Mr. Deputy-Speaker, Sir, I am not going to take more than three to four minutes.

Sir, we are proud of the fact that Indian Railways are the biggest transport system in Asia and fourth largest in the world. But it is very unfortunate that today lives of the people are not secure in the Indian Railways when they are travelling and many people are being killed in the accidents. Robberies, dacoities and such types of accidents are also taking place very frequently in the Railways. I would like to quote from the reply of the hon. Minister of Railways in the other House on 20th February 1981—Most of the train accidents which are taking place, are taking place....

MR. DEPUTY-SPEAKER: Don't quote that.

SHRI HARIKESH BAHADUR: At least, most of the deaths in the accidents, and most of the accidents which are taking place, occur only due to

[Shri Hasikesh Bahadur]

human failure. Out of 986 train accidents, 442 were only because of human failure, and the rest were there because of different things, e.g. failure of mechanical equipment, track defect, failure of electric equipment, sabotage and other things. It means that human failure has become the main factor. In this case also, the Minister has stated this; and it is very clear from his reply that this case was also a kind of human failure. But what is the Government going to do in this matter ultimately? Is the hon. Minister going to adopt the automatic warning system or not? The automatic warning system has been applied only in 1312 Kms. of railway track, out of 1 lack Kms. of track, whereas it is most essential to use this.

This accident was most fatal and most disastrous. Within hours of the accident, the emergency ward of the Sion hospital was full of people who were crying and full of those who were victims of the accident. There was a continuous announcement, as the hon. Members also said, seeking blood donations. But when the Television people were asked to telecast this message, they did not do it in time. This is the habit of the Television and AIR people. They are not giving enough importance to these matters of public importance.

The other day I had raised the issue regarding Kala Azar deaths. That was also not properly reported. Matters of public importance are not being properly put up by AIR and TV. This is my charge. The hon. Minister of Railways must communicate this to the Minister of Information & Broadcasting, because it is a question of joint responsibility. That is why I am referring to this issue. Whenever people die, or when matters of public importance are being discussed in this House, they must be properly reported in the important news bulletins. They failed to telecast this particular news when the Railway authorities asked them to telecast it in Bombay.

Otherwise, a large number of people would have donated their blood for the victims. But it was not done properly.

I would like to know from the Minister whether any action is going to be taken against people who are found responsible for negligence due to which such accidents take place. I do not know whether any action is being taken or not. Whenever enquiry committees are instituted, they give their reports and recommendations, but these recommendations are not being properly implemented. In this connection, I would like to say that there were three accident enquiry committees, viz. Kunjru Committee, Wanchoo Committee and the Sikhri Committee. All of them gave their recommendations, but these recommendations were not implemented properly by the Government. Government is responsible for this. If those recommendations had been implemented properly, I think most of this kind of fatal accidents could have been avoided.

One more thing I must point out: this Government has adopted a wrong process. I had raised this issue 3 or 4 months back also. They are continuously giving extensions to senior officers. I do not know what is the reason for their giving extensions to those officers whose term has already expired. Just 3 or 4 months back also, there was a change in the Railway Board—in which many persons were given extension. Now, the Chairman of the Railway Board has been given this extension. This kind of extension policy is ultimately demoralizing all the Railway officers. That is why they are not doing work properly, they are not looking into these things properly and this kind of things are happening very frequently in the Railways. Therefore, this kind of policy must be denounced, and the extensions given to such officers must first be terminated. So, I would like to ask the hon. Minister whether he is going to take any step in this particular matter.

Regarding compensation, I would like to point out this.

MR. DEPUTY-SPEAKER: He has already replied to that.

13 hrs.

SHRI HARIKESH BAHADUR: For the air crash, the Government has decided to increase the compensation from Rs. 1 lakh to Rs. 2 lakhs. Are the railways also going to consider this matter and are going to increase the compensation from Rs. 50,000 to Rs. 1 lakh? I would like the hon. Minister to reply to my specific questions. Again I would like to say that the hon. Minister should give these information through you to the whole House and to the country whether enquiries reports will be laid on the Table of the House; (b) whether the automatic warning system will be adopted properly and it will be used throughout the railway track. There are several crossings which are unmanned. Due to them also several accidents are taking place also. Is the Government going to decide to man those crossings so that this kind of accidents may be avoided. If the Government is going to do all these things, certainly unemployment will also be eradicated. That is why I am suggesting that it should be done. Is the Government going to implement the recommendations of those three committees? I also want to know whether the extension which has been given to the officers will be terminated and the compensation amount will be increased from Rs. 50,000 to Rs. 1 lakh. These are my specific questions which I would like the Minister to answer.

SHRI MALLIKARJUN: As far as telecasting of accidents is concerned, immediately it had been telecast. There were hundreds of young men who came forward in the hospital to donate their blood. I myself personally witnessed this. I had been there at about 10 O'clock. There were young men to donate their blood. The hospital authority and the doctors themselves said, "At the moment, they do

not need any more blood even." That was the spirit among the young men. Therefore, the allegation made by the hon. member....

MR. DEPUTY-SPEAKER: Mr. Hari-kesh Bahadur would not have seen that.

SHRI MALLIKARJUN: That is clear. So far as the automatic warning system is concerned, to make the drivers alert in order to avoid untoward occurrence of the accidents, it is not only the automatic warning system which is in practice, the vigil control device and so many other things are in operation. So far as the drivers are concerned, apart from the automatic warning system and the vigil control device, they have got coloured light signals, multi-aspect upper light signals, and sighting boards also. We are improving the power of the brakes and so on. Apart from that, the drivers are undergoing psycho-technical tests and so on. On the part of the Government, we are very very clear. As the hon. Member has rightly said that the railways play a very important role, we are conscious of the fact. So far as the recommendations of the three committees are concerned, those are matters for consideration and examination. So far as any arrangement for compensation is concerned, at the moment, I cannot commit anything. It is also a matter for consideration by the Government in future.

MR. DEPUTY-SPEAKER: Shri Chintamani Jena. You put only questions.

SHRI CHINTAMANI JENA (Bala-sore): Mr. Deputy-Speaker, Sir, I would not deliver a long speech. I will ask only pointed questions to get a categorical reply from the hon. Deputy Minister. The collision would have occurred in the broad day light. So, the motor man would not see the light whether a red signal was given or not. I want to know whether it was enquired by the hon. Deputy

[Shri Chintamani Jena]

Minister who had visited the spot. As per my information, six persons are still unconscious who were admitted in the hospital after sustaining severe injuries because of lack of blood which could not be provided. Will the hon. Minister enquire about it and action to provide blood to them may kindly be taken immediately so that these persons who are still unconscious can survive.

Is it a fact that the Central Railway Motormen's Association has suggested the provision of a de-railing switch on the railway track, which could have avoided this type of unfortunate collision, or at least the loss would not have been so high? But the Central Railway authorities did not pay any notice to it and in reply they said that the existing signal system is fool-proof. Is it a fact? If so, were the Central Railway authorities asked about it? If not, they should be asked and the matter should be inquired into and the persons responsible for this should be taken to task.

Apart from that, there are many unmanned level crossings on the Railways. Whenever we, the people's representatives raise the demand for level crossing—either manned or unmanned—the reply given is that the State Government has to provide the funds to provide the level crossing. But such severe accidents have occurred several times only because of lack of level crossings, I would like to know from the hon. Minister whether for these level crossings, either manned or unmanned, the finances would be provided by the Railway Department.

Apart from this, I want to know one thing. Whenever this type of unfortunate accidents occur a committee is set up and a report is submitted. But the reports are submitted so late that the urgency of the matter has gone by that time. And nobody knows what action is taken by the Railway Department. Nothing comes

in public in the Press. So, automatically neither the railway employees nor the public come to know about the action taken against the person who is guilty. So, I would request the Railway authorities—the Deputy Minister in the Ministry of Railways—that after this inquiry report is available it may please be placed on the Table of this House and the action taken against the persons concerned should also be given to the Press, so that the Railway employees may learn a lesson for the future.

SHRI MALLIKARJUN: So far as the six persons who are unconscious in the hospital are concerned, I would like to inform the hon. Member that there is no lack of blood. But it is unfortunate that they are still unconscious. I have myself personally seen them.

And so far as the level crossings are concerned, accidents do occur at level crossings and in 1980-81 there were 90 such accidents which took place at level crossings. But, as per the regulations, it is the State Government which has to come forward. But I would like to inform the House that whatever amount is initially contributed by the State Government will be reimbursed from the safety fund of the Railways. It is a matter of time. I would therefore request hon. Members to take up their demands with the respective State Governments so that in the overall interests it will be more useful.

So far as taking action against the guilty is concerned, we will definitely take action and it is for that reason only that an inquiry has been ordered.

MR. DEPUTY-SPEAKER: Shri Sudhir Giri. Please be brief.

SHRI SUDHIR GIRI (Contd): But I have to formulate my question.

MR. DEPUTY-SPEAKER: Any new points, you mention. Don't make a speech. We have already spent 1 hour 13 minutes on this. Your own party colleague has spoken.

SHRI SUDHIR GIRI: Railway accidents are taking place very frequently. We have been accustomed to listening to stereotyped answers of Ministers and the Government is in the habit of giving such answers very frequently.

I want to make it clear that every railway accident has three factors. The first is the instrumental factor. That is, whenever an accident takes place, there may be machinery failure. Secondly, there is human failure factor. That is, men who are working to run the train also constitute a factor in railway accidents. The third factor are the victims who lose their lives and property.

As regards the first, I want to make it clear to the House that there are records to prove that steam-engines purchased between 1903 and 1905 were reconditioned in 1930—33 and these engines are still being put to use. The first two batches of electric and diesel engines have completed their assured life. These engines are required to be overhauled but such periodical overhauling is long over-due. There is an information that 11.8 per cent of traction coaches, 19.8 per cent of conventional coaches, 17.25 per cent of wagons, 11.2 per cent of electric locomotives and 22.6 per cent of motor coaches based in Kanchrapara workshop are remaining constantly P.C.H. over-due, i.e. periodical overhauling over-due. The position on all-India scale must be definitely serious.

According to the Menezes Panal report, there has been no research in regard to the disturbance caused to the points and signals due to induced current from the high voltage electrified traction areas. Fourthly, lines, coaches, signalling systems and other instruments require immediate repairs and replacement. There is also a report that cable work was being done near the site of the present accident. Precaution was not taken as to whe-

ther such cable work could affect the signalling system.

As regards the second factor, I would like to point out that the men are working with lines, instruments and machines and there is an element of fatigue in all human beings. Men can work efficiently and quickly if they are given rest. The I.L.O. has already formulated a programme for improvement of working conditions and environment for all transport industries. A multi-disciplinary expert mission visited India in 1978. We want to know whether that mission was informed of the length of the working hours of the locomen staff and the workmen of the railways. The Committee on Running Allowance has given its report to the Government. In that report it has been pointed out the working hours that is, 8 hours should be reduced to 6 hours, thereby giving four periods of maction. I want to know whether the Government is ready to implement the recommendations of that Committee.

Government has declared compensation. But in view of the inadequacy of the compensation declared to be given to the victims, my predecessor, Shri Zainal Abedin has raised a point that some jobs should be provided to the close relatives of the victims. I do emphasise this fact that there may be some persons who have been injured and have become permanently unfit for work. I also, therefore, request and appeal to the Government to provide jobs to the close relatives of those who have died and those who have become permanently unfit for work. In view of this, I put the following questions:

(a) How much time will the Government take to repair and replace the old worn out engines, instruments, lines etc. which are the roots of such accidents?

[**Shri Sudhir Giri**]

(b) Is the Government prepared to reduce the working hours of the railwaymen as suggested by the Committee on Running Allowance and different unions of railway workers, so as to keep the working men efficient, prompt and zealous in their work?

(c) Is the Government ready to provide employment to the respective close relatives of the men affected by the accident?

(d) Would the hon. Minister let the House know the number of accidents occurred during the period when Tripathiji was incharge and during Pandeyji's regime and the regime of the present Chairman of the Railway Board?

MR. DEPUTY-SPEAKER: It is not correct. Why do you bring in personalities?

SHRI SUDHIR GIRI: I am just demanding answer because the present Chairman of the Railway Board has been boasting of doing so many things.

MR. DEPUTY-SPEAKER: I disallow the last question.

SHRI MALLIKARJUN: In 1980-81, 1013 accidents had taken place. There were three factors which were primarily responsible for these accidents. There were about 304 accidents due to the failure of mechanical equipment, 43 due to the failure of track and one due to electrical equipment. As far as human failure is concerned, there were about 98 accidents which had occurred because of that.

So far as the question of reducing the working hours of locomen and other things are concerned, proper attention has been given to the locomen from time to time. They have been given all the requisite things. They undergo regular test and so on and so forth. The apprehension that accidents occur because of locomen is

not right. Even when they are on duty, breathalyser test is also conducted and the Railways are very very conscious to reduce the recurrence of the accidents as they are occurring of and on....

So far as the victims are concerned, we do have sympathetic attitude towards them.

13.21 hrs.

The Lok Sabha adjourned for Lunch till twenty minutes past Fourteen of the clock.

The Lok Sabha re-assembled after Lunch at twentyfive minutes past Fourteen of the Clock.

[**SHRI HARINATHA MISHRA in the Chair**]

MATTERS UNDER RULE 377

(i) PENDING APPLICATIONS FROM FREEDOM FIGHTERS FOR PENSION

MR. CHAIRMAN: Matters under rule 377. Shri Ram Nagina Mishra.

श्री राम नगीना मिश्र (सलेमपुर) : सभापति महोदय, उत्तर-प्रदेश के अधिकांश स्वतन्त्रता-संग्राम सैनानियों की राजनीतिक पैशान रुकी हुई है। यह एक अत्यन्त महत्वपूर्ण और गंभीर विषय है। सम्बन्धित मंत्री महोदय को अनेकों बार इस के सम्बन्ध में पत्र लिखे गए, किन्तु उसका समुचित उत्तर प्राप्त नहीं हो सका। मेरी व्यक्तिगत जानकारी है कि सैकड़ों ऐसे स्वतन्त्रता संग्राम सैनानी हैं, जिन पर इसका अत्यन्त बुरा प्रभाव पड़ा है। केवल देवरिया जनपद और बलिया जनपद में 50 से ऊपर ऐसे स्वतन्त्रता संग्राम सैनानी हैं, जिनकी पैशान रुकी हुई है, जब कि नियमतः उन्होंने अपने सारे कागजात सम्बन्धित प्रदेश और केन्द्र को भेज दिए हैं। इसी प्रकार समूचे प्रदेश स्तर पर स्वतन्त्रता संग्राम सैनानी परेशान हैं। ऐसे महत्वपूर्ण विषय पर मैं