

[Shrimati Renu Chakravartty]

not only by the Inspectorate of the DGCA but that the Minister himself will take an active interest in the proceedings. He should look into the proceedings because of certain other factors which I mentioned in my speech.

Mr. Chairman: You can ask questions; no more new points can be raised.

Shrimati Renu Chakravartty: I am not making any new points. I am just winding up the debate which is my right. The other point which I would like to answer is the point mentioned about the pilots of the IAC not having accepted these risks. If we had dealt with the IAC a little more tactfully, if it had been agreed to give insurance and other benefits which naturally the pilots would want, the matter could have been dealt with quite amicably. We would have then made available our aircrafts and our pilots for this very important operation. We would have also made some good money. From all these points of view, I hope that this matter would be looked into by the Minister himself and that he would tighten up the Inspectorate staff so that it may not be possible to circumvent these things. I would like all these matters to be gone into by the Ministry.

Mr. Chairman: The discussion is concluded. We will now take up the discussion on explosions.

EXPLOSIONS IN RAILWAY WAGONS AND SHEDS

Shri Feroze Gandhi (Rae Bareilly): Shri Ramaswami should explode first.

Shri S. V. Ramaswami (Salem): He will assist, Sir

Mr. Chairman: I find so many hon. Members' names and I do not know how many are desirous of speaking.

Shri Feroze Gandhi: I have not sent my name because it appears in the list as No. 2.

Shri Tangamani (Madurai): I have also not sent my name as it appears there.

Mr. Chairman: How long will Shri Ramaswami take?

Shri S. V. Ramaswami: Fifteen minutes.

Mr. Chairman: Then, the rest shall have ten minutes each.

Shri S. V. Ramaswami: Mr. Chairman, Sir, it is very unfortunate that three explosions have taken place almost in quick succession within the space of one month. There has been loss of life. About 22 persons have been killed in all the three explosions. There has been loss of property also. As a result of these explosions all traffic in these fire-works has been held up resulting in loss to the Railways.

The report that has been placed on the floor of this House this morning reveals certain things. One thing seems to be clear and we are happy about that. Enquiries made so far, however, do not indicate any sabotage or mischief. To that extent we are glad that this decision has been arrived at. With regard to each of these explosions certain results emerged as a result of the enquiry.

With regard to the first explosion at Asansol the report says:

"The entire lot of amorces (paper caps) was destroyed in the explosion but some portion of other fire-works were found in the debris and an analysis of these showed that they contained no prohibited or unauthorised composition."

Later on it says:

"With regard to the Asansol explosion the Inspector of Explosives is of the opinion that the accident could have arisen from either the boxes having been dropped on to the wagon floor or some of the boxes having been dropped on loose amorces which had come out of a broken package or by a box of amorces having been knocked violently against the door

of the wagon while loading, coupled with the excess of composition in the amorces."

With regard to the Katpadi incident the report says that there was a magisterial inquiry and the magistrate concluded that the defective manufacture of the amorces, coupled with the negligent dropping of a case by a porter had contributed to this explosion.

With regard to the Kanpur explosion the report says that the enquiry is still under way. But in today's *Times of India* there is a report which gives some idea as to the result of the enquiry. The *Times of India* report says that it is understood to have drawn the same conclusion, namely, that the explosion was a pure accident, the consignment of crackers would have burst into flames when there was some friction. The report says:

"The consignment of crackers could not have burst into flames unless there was some friction. Investigating parties were also reported to have said that if at all there was some friction it must have been caused by the two persons blown off in the explosion.

Conjectures about bombs being placed in goods sheds were discounted by the investigating parties."

So, we have got some material to go by with regard to the explosions. The common feature about all these explosions is that they seem to have been caused by the amorces.

Now, we must be clear about one thing. There are three materials in these fire works. First of all there are the colour matches. The colour matches are otherwise known as 'Bengal matches'. Secondly the fire-works consist of flower pots, sparkers and so on. The third category is the paper cap or amorces. The Bengal matches and the fire-works come under the Explosives Act, whereas the third category, the paper caps do not. One other point that deserves notice is that the first two categories do not

explode unless there is some open fire. Without some open fire the Bengal matches and the fire-works cannot be set fire to. It is only this paper cap, which is called amorces, that can explode by mere friction, contact, concussion or pressure. This, unfortunately, has been exempted from the exemption clause 5 under the Explosives Act. This does not come under it. This seems to be a loophole which, fortunately, has been plugged, now as I see from the report that has been placed this morning.

A broad analysis leads us to this conclusion, that there are three parties to this: the manufacturers, the explosives department and the Railways. Let me take the Railways first. There is a heavy burden cast upon the Railways who are the authorities transporting these dangerous goods. The rules and regulations that have been made with regard to this run into several pages, I shall briefly read some of the rules that have been laid down.

Rule 16 of the rules for the transport of explosives refers to Red Tariff No. 17. It says about precautions to be observed in handling explosives. It says that the floor of any place or carriage should be carefully examined to ensure that there is nothing thereon in contravention of these rules. Sub-rule (4) says:

"After the handling of explosive has commenced, the operations shall proceed with due diligence and without unnecessary stoppage."

Rule 17 deals with prohibition of smoking, fires, lights and dangerous substances in or in proximity to a place where an explosive is stored. Rule 18 says about prohibition of matches. It says:

"No person on, in, or near any place where explosives are handled shall—

(a) have in his possession any matches, fuses or other appliances etc."

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Rule 2' says that competent persons should be in charge of operations. This is a very important rule which I shall read:

"Every person holding, or acting under, a licence granted under these rules shall, whenever explosives are loaded, unloaded or handled, depute a competent person experienced in the handling of explosives to be present at and to conduct the operations, in accordance with these rules."

Then there is rule 22 about precautions against danger from water or exposure to the sun. These are so dangerous that even if they are put in water some of the chemicals explode. In the same way if they are exposed to the sun for a considerable length of time they explode. Certain precautions are laid with regard to these.

Rule 23 relates to certain other special precautions against accidents and preventing unauthorised persons coming anywhere near. Rule 25 says that explosives of different classes are to be kept separate. Rule 28 deals with the maximum consignments allowed. It prescribes about 10,000 lbs. in any one railway wagon or 4,000 lbs. in any one carriage other than a railway wagon. Rule 33 deals with some other thing. Rule 34 gives protection from fire or explosion. It says:

"No carriage or vessel shall be used for transporting explosives unless all iron and steel therein with which a package containing any explosive is likely to come in contact is effectually covered with lead, leather, wood, cloth, or other suitable material."

Sub-rule (2) of this rule says:

"Where the weight of the explosives transported in any carriage exceeds 2,000 lbs. they shall be placed in the interior of the carriage which shall be enclosed on all sides with wood or metal so as

effectually to protect the explosives from communication of fire and the carriage shall be locked."

Rule 35 says that there should be no delay in transit. Rule 40 says that explosive vans should be approved. There is also control over the receipt of consignments of explosives by Railways under rule 45.

Rule 46 deals with stowing away of explosives. There is a very necessary proviso which says:

"...if the packages of explosives are rectangular in form and are properly secured so as to prevent movement during transit they may be stowed in any number of layers not exceeding five."

The idea is, if there are more than 5 layers they might crash one over the other and by sheer weight or concussion produce explosion. It is for this purpose these rules have been introduced. Sub-rule (3) of this rule says:

"There shall not be conveyed in the same carriage with any explosive, any matches or fuses, any appliance for producing ignition or any other article..."

Then I shall read sub-rule 3 of Rule 47 which says:

"(3) Storing—It shall be the duty of every officer-in-charge of a station to cause every package of explosives, which it is proposed to despatch by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored at a safe distance from the station buildings, either in a covered vehicle or completely covered with tarpaulins....."

Then, about delay in transit or non-receipt of consignments at destination, the rule says:

"...A reasonable time may be assumed to be an allowance of 100 miles per day in the case of goods trains and 250 miles per day in the case of passenger trains,....." etc.

So, all these rules and regulations have been laid down with extraordinary care and precaution, so that the railways may handle these goods with the utmost care and avoid any accidental explosion.

The question arises whether the railways or the transport authority have looked into all these things. My comments with regard to these explosions will first deal with Asansol. At Asansol, the lids of the packages were taken away so that they were packed in nine layers and they crashed down, giving the pressure upon the amorces, and they exploded for that reason. It is a matter to be investigated as to whether that was so.

With regard to Katpadi, the due precautions that these rules have laid down do not seem to have been taken. It is understood that the train from the south came to Katpadi junction at about 5 p.m. It contained 146 packages. Now, within a short period of half an hour, about 132 packages have been put on to the train moving towards Madras-Rajapuram, and others in the wagon which exploded. All this was done by four persons at Katpadi. This shows that due care and attention has not been paid to the transport of these things from Katpadi. Katpadi is a junction, Mr. Chairman, where the metre gauge and the broad gauge meet and Sivakasi is on the metre gauge line. The things have got to be transhipped on to the broad gauge line and that is how the accident has taken place there in the course of transshipment. If 146 packages could be transported or shifted on from one place to another by four persons in less than half an hour, I am afraid due precaution has not been taken. It could not be shown that the slowness and the carefulness which are enjoined by the rules have been observed in this regard.

With regard to Kanpur, we are not in full possession of the facts. It would appear that the explosion also was due to the amorces which seems to have been badly handled. The point, therefore, which arises is this; whether

the Railway Ministry has carefully handled these dangerous goods.

The other party, as I said, is the Explosives Department. We exclude for the present the other two categories which I mentioned, namely, the colour matches and the fire-works. They have been transported for the past 40 years without any accident. With regard to the amorces, it is not covered by the Explosives Act, and that aspect seems to have given a loophole for the manufacturers who are viewing with one another to put in potassium chlorate and produce such a noise as to deafen the ears of people. It is there that I charge the Explosives Department. They have been slack. They should be having control over the manufacture of this amorces. It has been laid down that there should be 1,000 dots for every 70 grains of this composition. It has been found that this limit is not enough to give that noise. It has also been tested and found out that 20 per cent. of the paper caps do not burst, with this minimum of composition. Subsequent tests have shown that it is a safe limit when it is up to 200 grains for 1,000 dots. The rules have not been revised nor have the existing rules been enforced strictly. The sequel is, the manufacturers, in order to produce more and more of the bomb type of paper caps do not burst, with this explosive composition to develop a dangerous commodity.

The Explosives Department, I submit, has not been careful in enforcing this. They only seem to have woken up to their duties in trying now to say that "it has been decided to amend the Explosive Rules in order to take away the general exemption under rule 5(1)".

Now, I mentioned about the manufacturers. The manufacturers of this particular commodity ought to have been carefully controlled and it is up to the department now to see that proper regulations are enforced.

My next point is this. There can be no doubt that these accidents ought to be traced to the amorces. In this con-

[Shri S. V. Ramaswami]

nection, we must see how the trade is affected in Sivakasi. In Sivakasi, if I understand correctly, about Rs. 3 crores have been invested in this industry. In Sivakasi, particularly, about 25,000 people are engaged in this small-scale or cottage industry. They live upon it entirely. There are no irrigation facilities there. The main thing for them seems to be this industry. This is another peculiarity. For ten months, they produce and store up a huge quantity and it has got to be disposed of in two months to the various centres where it is consumed. What is produced within ten months is disposed of in two days during Diwali.

The Minister of Railways (Shri Jagjivan Ram): One day.

Shri S. V. Ramaswami: Maybe, as the hon. Minister says, it is finished in one day. That is the peculiarity of this trade. If this trade is stopped, then what happens? They have borrowed from the banks. It is not as if they have got their own capital and have put it in this industry. They have borrowed, and have got to pay it back by selling this commodity and then realising the proceeds. There are also ancillary industries depending on this, such as printing press. You will be pleased to see that owing to this industry, Sivakasi has built up a printing industry to such an extent that all our election posters have been printed there.

Shri Goray (Poona): That is why they are so explosive.

Shri S. V. Ramaswami: I may also submit that during wartime, this explosive industry was very useful in meeting certain war requirements also. Therefore, this is not a negligible industry. We must see to it that something is done so that we could deal with this matter in such a way that the trade does not suffer and, at the same time, there is no danger to the community. I submit that it should be possible, and I understand it has been made possible that in Madras, out of 64 wagons, in 47 wagons this

amorce has been isolated and 17 of them are, I understand, at Raipur about to be moved towards Calcutta which is a big consuming centre provided the order is given for the movement of these colour matches and the fire-works which would not explode unless there is open fire.

Therefore, I submit that we should take a decision which is not panicky it must be a realistic one. The realistic approach must be such that while we secure the life, and property of the railways, and the life of all those who handle these things, at the same time, we should see that this trade is not destroyed. For, if the goods are not sold during the Diwali season, there is no alternative to the industry except its annihilation. It will explode. Therefore, I submit for the earnest consideration of the Minister of Railways that this amorce, wherever it is, should be isolated and, if possible, it may be destroyed if the composition is beyond the safe limits. But the other things must be moved, because—and this is one of the reasons—the amorce involved in this transshipment is only worth about Rs. 5 lakhs, but the colour matches and crackers and fire-works account for about Rs. 45 lakhs. So, if this is released, the major portion of the trade will survive, and there will be time enough for us to analyse this amorce.

Shri D. C. Sharma (Gurdaspur): He has not told us about the part of the country where it is manufactured.

Shri S. V. Ramaswami: It is in the statement.

श्री बब्राज सिंह (फिरोजाबाद) :
सभापति महोदय, यह ४ सितम्बर को जो काम रोको प्रस्ताव इस सदन में पेश किया गया उसके ऊपर अध्यक्ष महोदय ने मेहरबानी करके बहस के लिए दो घंटे का वक्त मुकर्रर किया था।

वह जो तीन बिल्कोट हुए वह इस प्रकार हुए। ३१ अलाई को घासनसोल में, २१ अगस्त को काटपाड़ी में और ३ सितम्बर

की गगनपुर में यह एक्सप्लोजंस हुए। अगर इन घटनाओं का विश्लेषण किया जाय तो उससे साफ़ जाहिर हो जायगा कि इस सम्बन्ध में रेलवे प्रशासन की हद दर्जे की लापरवाही रही है। विश्लेषण करने से पता चलेगा कि एक्सप्लोजिब्स के जो रूल्स बने हैं उनको तोड़ा गया और किस तरह से न सिर्फ़ उनकी भ्रबहेलना की गई बल्कि साफ़ तौर से उनको तोड़ा गया है ! अगर हम उन तीनों एक्सप्लोजंस के बारे में जांच करें तो हमें पता लग जायगा कि यह रूल्स पालन करने के लिए नहीं बल्कि तोड़ने के लिए बनाये गये थे। जहाँ तक आसनसोल की घटना का सवाल है उसके बारे में कहा जाता है कि वहा विस्फोट उस समय हुआ जबकि इस प्रकार का सामान एक वेगन से दूसरे वेगन में उतारा जा रहा था। लेकिन जहाँ तक उसके उतारने का सवाल है एक्सप्लोजिब्स रूल्स यह कहते हैं कि एक इस प्रकार के सामान को उतारने के लिये एक विशेष प्रकार का लेबर होना चाहिये जो कि इन को अच्छी तरह से हैंडल कर सके। लेकिन यह विश्वास किया जाता है कि आसनसोल में जो मजदूर इस काम के लिये रखे गये थे वे भ्राम लोग थे जो कि बीड़ी भी पी सकते हैं और ऐसा शक भी किया जाता है कि जो विस्फोट हुआ वह इसलिए हुआ कि कहीं बीड़ी डाल दी गयी हो। मेरा कहना यह है कि आसनसोल की घटना के समय जो प्रकाशन लेने चाहिये थे वे नहीं लिये गये।

उसके बाद हम देखने हैं कि २१ अगस्त को कठपाडी में दूसरा विस्फोट हो जाता है। मैं समझता हूँ कि इन विस्फोटों में इस प्रकार का इन्तर करना कि यह ऐमारसस था या पटाखे थे या पिस्टल कैप्स थी गलत होगा। इन पदार्थों के बारे में यह अन्तर किया गया है कि एक को कम दूर से डालने पर विस्फोट हो सकता है और एक को ज्यादा दूर से डालने पर विस्फोट हो सकता है और इसलिए एक का ट्रांशिपमेंट के वक्त खोल कर निरीक्षण किया जा सकता था और दूसरे का नहीं, मैं

समझता हूँ कि यह अन्तर करना गलत है। आसनसोल में जो घटना हुई वह रेलवे प्रशासन की लापरवाही की बजह से हुई है। उस समय जिन नियमों का पालन करना आवश्यक था उनका पालन नहीं किया गया। माननीय मंत्री महोदय ने सदन के सभा-घटल पर जो वक्तव्य रखा है उसमें यह कहा गया है :

"The enquiry showed that the wagon that exploded contained consignments of fire-works manufactured in Sivakasi and possibly in Trichur, including 53 cases of amorces (paper caps for toy pistols). The entire lot of amorces was destroyed in the explosion but some portion of other fire-works were found in the debris and an analysis of these showed that they contained no prohibited or unauthorised composition. This wagon consisted of parts of material from two other wagons. An analysis of the contents of the packages left in the original wagons showed that the amorces contained quantities of composition of the order of 150 grains per 1,000... The Inspector of Explosives is of the opinion that the accident could have arisen from either the boxes having been dropped on to the wagon floor or some of the boxes having been dropped on loose amorces which had come out of a broken package or by a box of amorces having been knocked violently against the door of the wagons while loading coupled with the excess of composition in the amorces."

एक्सप्लोजिबिब रूल्स में कहा गया है कि इस प्रकार के विस्फोटक पदार्थों को एक जगह में दूसरी जगह पर ले जाने में उनको बहुत सावधानों में हैंडल करना चाहिए और उनको इस प्रकार से नहीं डालना चाहिए कि वे फट जायें। यहाँ तक कहा गया है कि इन पदार्थों को हाथों हाथ ले जाना चाहिए। इंस्पेक्टर की रिपोर्ट यह बतलाती है कि इन पदार्थों को हाथों हाथ नहीं ले जाया गया।

[श्री ब्रज राज सिंह]

इसी तरह से कानपुर का विस्फोट हुआ। इन तीनों में मिला कर २५ कीमती जानें गयीं और रेलवे के लाखों रुपये के सामान को हानि हुई। कानपुर के विस्फोट के सिलसिले में कहा जाता है कि चार चार मील तो नागरिकों को ऐसा लगा कि कहीं भूकम्प आ गया है। उस विस्फोट में वहाँ का सारा गुड्रम शौड उड़ गया और तीन जानें गयीं। उस विस्फोट के सम्बन्ध में जो वक्तव्य माननीय मंत्री महोदय ने सभा पटल पर रखा है वह बताता है कि वहाँ ६ फरवरी से कुछ पेटिया रखी हुई थी जिनमें इस तरह का सामान था। एक्स-प्लोसिव्स रुल्स यह कहते हैं कि जहाँ पर यह सामान जाये वहाँ पर उसको १२ घंटे के अन्दर कंसाइनी को ले लेना चाहिए और अगर वह उस समय के अन्दर उसे नहीं लेता है तो उस सामान को वापस लौटा देना चाहिए। लेकिन बड़े ताज्जुब की बात है कि ६ फरवरी को यह सामान आया और नहीं लिया गया और ३ सितम्बर को विस्फोट हुआ। २६ अगस्त को भी सामान आया था, और बीच में भी कुछ आया था। इस सामान को वहाँ पर खड़ा रहने दिया गया, उसको कनसाइनी ने नहीं लिया और न उसको वापस किया गया। मेरा निवेदन है कि यह रेलवे प्रशासन की लापरवाही है जिसको हिन्दुस्तान की जनता को माफ नहीं करना चाहिए। रुल्स यह कहते हैं कि अगर कनसाइनी उस सामान को १२ घण्टे में न ले तो उसको वापस लौटा देना चाहिए लेकिन ऐसा नहीं किया गया। जो इस प्रकार की लापरवाही बरती जाती है उसकी ओर में आपका ध्यान आकषित करना चाहता हूँ। कानपुर के विस्फोट के सम्बन्ध यह कहा जाता है कि जहाँ गुड्रम शौड में ४३ सामान पड़ा था।

Mr. Chairman: The hon. Member's time is up. He has taken 10 minutes.

श्री ब्रज राज सिंह : I am one of the Members who gave notice. I may be given 15 minutes, as there are only

4 or 5 speakers and it is a two hour-discussion.

कानपुर की घटना के सम्बन्ध में मेरा यह निवेदन है कि जहाँ जिस जगह पर ये विस्फोटक पदार्थ रखे थे उसी जगह पर तेल भी रखा था, बैजोटेबल फ्राइल भी रखा था और ऐसा सामान भी रखा था जो विस्फोट हो सकता था या जन सकता था। कहा जाता है कि उसी जगह एक बैगन आयी जिस बैगन में जानवर थे उसमें भसा भी था। एक आदमी उस भूसे को उतारना चाहता था उसी समय विस्फोट हुआ। मैं निवेदन करना चाहता हूँ कि रुल्स यह प्रोवाइड करते हैं कि विस्फोटक पदार्थ बिल्डिंग से बहुत दूर रखे जाने चाहिए और इसके अलावा उस सामान के पास कोई ऐसा पदार्थ नहीं होना चाहिए जो कि विस्फोट होने में मदद दे सके। मेरा निवेदन है कि भूसा एक ऐसा पदार्थ है जिनमें आगानी में आग लग सकती है। कानपुर के विस्फोट के सम्बन्ध में इस तरह की लापरवाही बरती गयी यह तो स्पष्ट ही है। उस दिन रेलवे मंत्री महोदय ने कहा था इसमें कोई रेलवे सिक्वोरिटी फोर्म का भी आदमी मारा गया है, लेकिन आज सभा पटल पर उन्होंने जो वक्तव्य रखा है उसमें यह विदित नहीं होना कि सिक्वोरिटी फोर्म का कोई आदमी मारा गया। अगर वहाँ पर कोई सिक्वोरिटी पुलिस का आदमी होता तो वह उस आदमी को इस तरह से बैगन से भूसा उतारने की इजाजत न देता।

सबसे पहली लापरवाही यह की गयी जिस जगह पर यह विस्फोटक पदार्थ था उसी दिन उस जगह जानवरों की बैगन लायी गयी जिसमें भूसा हो सकता था। इनलिये जहाँ तक कानपुर की घटना का सम्बन्ध है उसके बारे में कहा जा सकता है कि वहाँ लापरवाही बरती गयी और यह लापरवाही तब बरती गयी जब कि इससे पहले दो विस्फोट हो चुके थे। उन विस्फोटों के सम्बन्ध में माननीय मिनिस्टर तथा डिप्टी मिनिस्टर महोदय ने

यहां वक्तव्य दिया था जिसमें कहा गया था कि हर तरह के विस्फोटक पदार्थों का धाना जाना बन्द कर दिया गया है।

उसके बाद भी २६ अगस्त को कानपुर में विस्फोटक पदार्थों का वाहन उतरा और वह रेलवे प्लेटफार्म और गुड्रज शोड पर रखा गया, जहां पर कि वह बारह घंटे तक पड़ा रहा। इस सम्बन्ध में जो नियम हैं, उनका पालन करने की कोशिश नहीं की गई। अंगर कमांडनी उस सामान को लेने नहीं आया, तो उसको वापस कर दिया जाता। इस तरह के इन-फ्लेमिंगल भेटीरियल को दूसरे सामान के साथ इतनी देर तक पड़ा रहने दिया गया और अंगर वहां पर कोई विस्फोट न होता, तो रेलवे मंत्री महोदय के ऊपर प्रकृति की बहुत महिमा रही होती। मैं यह निवेदन करना चाहता हूँ कि इन विस्फोटकों को आसानी से नहीं टाला जा सकता है। उनके कारण हिन्दुस्तान की पच्चीस कीमती जानें चली गईं। हिन्दुस्तान की जनता का—टैक्स-पेयज का लाखों रुपया शोड पर खर्च होता है, वह रुपया बरबाद हुआ है। उन के कारण बहुत से लोगों को चोटें लगी हैं। मैं निवेदन करना चाहता हूँ कि इस तरह बहम कर के और सदन पटल पर इस आग्रय का वक्तव्य रख कर कि कोशिश की जा रही है कि इस तरह की गलतियां आगे न हों, इस मामले को खत्म नहीं कर देना चाहिए। इस एक्सप्लोजन के सम्बन्ध में मेरी यह निश्चित राय है कि रेलवे मंत्रालय को उन व्यक्तियों के खिलाफ कार्यवाही करनी चाहिए, जो कि इस के लिए उत्तरदायी हैं। मैं यत्र भी कहना चाहता हूँ कि इसमें सिर्फ उन लोगों का सवाल नहीं है, जिन्होंने वहां पर गलतियां कीं। सवाल रेलवे मंत्रालय का है। प्रश्न यह है कि क्लज का पालन क्यों नहीं किया गया, सामान को क्यों नहीं लौटाया गया, जो कि बारह घंटे से ज्यादा वहां पर पड़ा रहा—महीनों तक पड़ा रहा। उस को लौटाने की व्यवस्था नहीं की गई? क्यों उस को ऐसे शोड में रखा गया, जहां दूसरा सामान भी रखा हुआ था। साफ़ तौर से इसमें

रेलवे मंत्रालय की सीमा से परे लापरवाही है, जिसको इस सदन के सदस्यों को कभी क्षमा नहीं करना चाहिए।

अच्छा हो यदि रेलवे मंत्रालय आगे के लिए इस सम्बन्ध में कड़ाई का रुख प्रस्तियार करे और इन नियमों का अक्षी तरह से पालन करे। जो वक्तव्य सदन-पटल पर रखा गया है, उससे यह जान कर मुझे खुशी हुई कि ऐक्स्प्लोसिव क्लज में धमोंडमेंट करने की कोशिश की जायगी। आज हमारा सबसे पहला कर्तव्य यह होना चाहिए कि हिन्दुस्तान की जनता के जीवन की हम रक्षा करें और उसके लिए जहां और जो खतरे पैदा होते हैं, उन को दूर करने की कोशिश करनी चाहिए। मैं समझता हूँ कि रेलवे मंत्रालय इन सब बातों की तरफ ध्यान देगा और मुझे आशा है कि इस सदन के माननीय सदस्य इस विषय को उसी तरह से नहीं छोड़ देंगे, जिस तरह से कि रेलवे मंत्रालय ने इस सम्बन्ध में लापरवाही बरती है।

Shri Feroze Gandhi: There is not very much that I have to say because we have to await the detailed reports and the final reports of all these explosions. I also do not want to repeat what my friend, Mr. Ramaswami, has already said. He has almost spoken like an expert on pyrotechnics.

An Hon. Member: Which he is.

Shri Feroze Gandhi: And it is good to have one such expert amongst us.

We all like fire-works and the railways have the unpleasant task of transporting them. The railways deal with a large variety of explosives, including highly explosive material inside this venerable House. Now, for different varieties of explosives, there are different rules. One such rule of the I.R.C.A., red tariff, rule 25, states that different varieties of explosives will not be carried in the same wagon. I would like to know from the Railway Minister if any occasion has arisen when a violation of this rule has been brought to the attention of the Railway Board.

[Shri Feroze Gandhi]

These rules, which have been laid down for the haulage of inflammable material, a part of which my hon. friend, Mr. Ramaswami has already read out, are very much in detail and I doubt very much that if these rules are not violated whether any such accident could take place. But I also agree that accidents will take place. What we have to enquire is this: whether all the necessary precautions have been taken. I do not say that no accident will ever happen; it will happen. Nobody can guarantee that. But I have a little doubt whether the railways had exercised all the precautions that they should.

As I said, there is not much material to go by in connection with the explosions. But there is one case. On the 4th June 1954 there was a collision between two trains between Kings Circle and Mahim. I would like to read out a portion of the report of the Government Inspector of Railways on this accident:

"On the electrified double harbour branch a collision between the suburban electric passenger train and a goods train, followed by petrol fire explosions occurred, one of the worst railway accidents ever to occur in Bombay State, turning the vicinity of Kings Circle Station into a blazing inferno like a mushroom eruption of an atom bomb explosion."

You can imagine from what the Government Inspector has stated what the seriousness of this accident must have been. But how did this occur? How did this particular explosion take place? Were the railways to be blamed or not? Have they followed the rules laid down by the I.R.C.A. or not? Now, let us see what the Government Inspector has to say about it. First I will read out the rule. According to the rules laid down by the Indian Railways for the conveyance of explosive and dangerous goods mentioned Schedule 2 of red tariff No. 17:

"Wagons and tanks containing these inflammable materials must

not be placed either in a running train or during shunting operations next to the engine or the rear brake van but should be separated by at least three wagons not loaded with explosives or other traffic of an inflammable nature."

In this particular case, the railway authorities defied this rule. What has the Inspector got to say about the regular defying of this particular rule? I would like to read out paragraph 46:

"It appears that both the Bombay Port Trust railways and the Western Railway authorities have been overlooking the violation of the rules laid down in the red tariff in regard to marshalling of wagons containing inflammable liquids. If these rules had been correctly followed and if at least three wagons not containing inflammable material had been marshalled between the brake van and the wagon containing aviation spirit, it is probable that no major accident would have resulted and the casualties to the passengers and the railway staff and the damage to the rolling stock and property would have been greatly minimized."

This is something where we can definitely say that the railways have violated the rules laid down by the I.R.C.A., which resulted in an explosion, which the Government Inspector of Railways has described as something like the explosion of an atom bomb. It appears that our Railway Board were carrying on atomic experiments with our rolling-stock. Even before the reactor at Bombay had become critical.

Now I would like to draw the attention of the Minister to another thing, which is also very important, to which I would like to have an answer. I hope the answer would be given. There is rule 28 of the I.R.C.A. rules regarding the transport of explosives. The rule says that no wagon shall contain more than 5 lbs. and 10,000 lbs.

is the limit. I would like to know whether in the case of the wagons from which these materials exploded these rules were followed or defied.

Another rule to which I would like to draw the attention of the Minister is the rule relating to handling of explosives. There are certain specific procedures laid down for the handling of explosive material. Of course, I have not seen with my own eyes the handling of explosive material. Probably, I would not have been alive, if I had. But I have witnessed the handling of packages marked 'fragile'. As soon as the railway porter sees something marked 'fragile' he throws it; he enjoys it. Now there is a kind of slackness and negligence and I think that very strict instructions should be issued that these explosives should be handled gently. They should be carried just as a mother carries her child.

Shri Goray: Still the child may howl.

17 hrs.

Shri Feroze Gandhi: With regard to this question of fire-works there are two types of fire-works—probably there are three. One type is the one which explodes by friction; the second type is the one which explodes only when a light is applied to it and the third type of course we are well acquainted. It appears in all the three explosions that have taken place only that type of fire-work has exploded which explodes by friction.

I am glad that the hon. Minister for Explosives is here. This particular cap, or paper cap as it is called explodes due to friction and all the three explosions have been caused by the cap which explodes. There is another thing, that all these caps involved in the three explosions have been manufactured by the same manufacturer. It is the same factory. Therefore it is not very difficult to probably take away the licence of this particular manufacturer whose caps keep on exploding.

As my hon. friend Mr. Ramaswami has already pointed out, we cannot disturb the entire pyrotechnic trade. It is an important trade. We all enjoy Diwali, 26th January and all the rest of it, Ministers, also enjoy fire-works. Now Diwali is coming. About Rs. 40 to 50 lakhs worth of fire-works are sold. Now that we have found out the manufacturer whose fire-works seem to explode due to friction caused by this rough handling or gentle handling, or whatever kind of handling by the railways, I would suggest that we should release the rest of these consignments. Don't keep them; otherwise there will be more explosions. Part with them. As far as this particular party is concerned, I would suggest that you take away his licence or ban this particular kind of paper cap which is causing all this trouble.

The hon. Minister informs me that no licence is required for the manufacture of these paper caps. I would suggest that you put it on the licensing list.

Shri Tangamani: Mr. Chairman, Sir, Shri Ramaswami and Shri Feroze Gandhi have already dealt with the rules and regulations which govern the transshipment of these explosive articles. So, I shall not take the time of the House by going into all those matters.

When the first explosion took place on the 31st July 1957 I raised it as an important matter here and the hon. Minister replied on the 2nd August that the explosion was of severe intensity and it was felt over a radius of several miles. As a result of the explosion ten persons died on the spot and four more died in the hospital. Three weeks later we find in Katpadi a similar explosion taking place where eight people were killed and on the 3rd of September in Kanpur there were three deaths. In all these cases the explosions were of terrific intensity.

The other day my hon. friend Mr. Vittal Rao said that this is not a matter where the Railway Ministry alone

[Shri Tangamani]

is to be indicted. This is a matter where three Ministries are concerned, the Ministry of Works, Housing and Supply under whose jurisdiction the explosive inspectors come, the Ministry of Transport and Communication, which has to deal with the Chief Inspector of Railways, and of course the Railway Ministry. All these three Ministries are concerned in this particular explosion and I am happy that all the three Ministers are here. As a result of discussion today I hope there will be a reduction of such explosions in future.

This industry has developed mostly in the South. The Explosives Department has been divided into five zones: the Central Zone, the North Zone, the South Zone, the East and the West Zones. The main concentration is in the South. In the South Zone the inspector has his headquarters at Madras. There is one inspector, three assistant inspectors and two additional officers. These six people are asked to look after Sivakasi and the neighbouring areas which produce nearly 95 per cent. of these paper caps, 75 per cent. of the crackers and 100 per cent. of the coloured matches. The inspector's headquarters are at Madras. He has to cover not only the State of Madras, but the State of Andhra, the State of Kerala and the State of Mysore. I am mentioning this to show how unimaginatively this zone has been divided. It is about time that a Circle is immediately created in Sivakasi and the staff is increased with not inspectors and assistant inspectors, but officers in the cadre of Deputy Chief Inspector. Even the Chief Inspector in Delhi must make constant visits to the circle at Sivakasi wherefrom we get these crackers.

I had occasion to go through the Budget papers and I find that the amount provided for this entire department is Rs. 6,15,000. I am not casting aspersions on anybody, but this is a department where officers who are posted and have to issue licences must be kept above board

They must be of a higher cadre. I find that the inspector who is posted in Madras is on the grade of Rs. 350 to 800. The Chief Inspector is on the scale of Rs. 1,300 to Rs. 1,800. I am mentioning this to say that the officer posted at Sivakasi must be a man at least in the cadre of Deputy Chief Inspector so that he will be in a position of not being easily approached by merchants.

Coming to the industry I would like to say that five or six factories do exist today in Sivakasi, which have been in existence since 1923. Since 1923, some five factories are in existence. For nearly 20 years, 20 factories have existed. Ten or fifteen have come into existence during the last three or four years. So, this is an industry which has been going on for more than 20 years. Because some accident has taken place here, to go to the extent of saying, immediately ban this industry is, to say the least, a very improper thing. Recently we had a very good elephant supplied to our President. The elephant did run amock, and the mahout was killed. The Government did not rush with the suggestion to the President that the elephant must be destroyed. We do not go about that way. In the same way, we have been discussing air accidents. Because an air accident takes place, we do not immediately destroy the aircrafts or the pilots. That is not the way in which we go about our business. Because all these three Ministries are there, I would request them to take this matter much more seriously.

It affects not only the industrialists I have been receiving telegrams not only from industrialists, but from workers. About 20,000 workers employed in Sivakasi in this, are now without employment. To these 20,000 workers and their families, the main source of their livelihood was this cottage industry. That has been cut off. Instructions after instructions come in the papers. After the Katpadi incident, the Railway Ministry

announced here that we are going to stop transshipment. That was one blow. After the hullaballo started over Kanpur, immediately instructions go, confiscate all the amorces and destroy. Such frantic orders are made. It creates confusion. It does not give confidence to the people and the industry at large. I am one with the House in condoling the death of 25 people whose lives could have been saved at least some of whose lives could have been saved, if only proper care and attention had been given to the rules and regulations which we ourselves formulated and we ourselves accepted.

Shri Humayun Kabir: May I crave your indulgence for a minute, Sir? The hon. Member referred to three Ministries being involved including the Ministry of Transport and Communications. I am advised that in this kind of accidents, the Transport and Communications Ministry or the Railway Inspector are not concerned.

Shri Tangamani: The Railway Inspector always goes to any accident.

Shri Humayun Kabir: Not this type of accident.

Mr. Chairman: I would like to ascertain from the hon. Minister how much time he would like to take.

Shri Tangamani: Ministers.

Mr. Chairman: That, I do not know. It is for them to decide.

The Minister of Works, Housing and Supply (Shri K. C. Reddy): So far as my Ministry is concerned, I do not think there is any necessity for me to speak at any length at all. The statement that has been placed on the Table of the House this morning in reply to the two questions relating to the accidents at Asansol and Katpadi, is the result of the joint effort of both the Ministries of Railways and.....

Shri Tangamani: May I ask the Minister one thing? We are told that the annual reports of the Explosives Department are published. In

the statement laid on the Table you will find that there have been certain explosions also in places where amorces were manufactured.

Shri K. C. Reddy: When?

Shri Tangamani: I can give certain instances, e.g., in 1955-56, in a paper cap factory in Mysore there was an explosion resulting in the death of 8 people. If this report is also laid on the Table of the House—the report of 1955-56—that would be helpful.

Shri K. C. Reddy: I have noted what the hon. Member has said. I will look into it and see what further information can be conveyed to the hon. Member on this subject.

I was saying when the hon. Member interrupted me that the statement that has been placed on the Table of the House has been the result of the joint effort of both the Ministry of Railways and the Ministry of Works, Housing and Supply. The technical aspect of the manufacture of explosives has crept into this debate. The statement that has been placed on the Table of the House deals, if I may say so, at length with this aspect of the question. That is why I said that there is not much for me to add by way of supplementing what has been embodied in the statement.

I would like however to mention one or two things. Manufacture of paper caps for toy pistols has been going on without licence for a number of years, for nearly 8 or 10 years, I do not know the exact period. No licence is necessary for the manufacture of these paper caps for toy pistols.

Shri C. R. Pattabhi Raman (Kumbakonam): We have got some more points to make.

Shri K. C. Reddy: This is by way of explaining some aspects. It may be useful for the further course of the debate. If necessary, I may intervene, so far as my Ministry is concerned, for a minute or two, later on.

No licence is necessary under the Explosives rules for the manufacture

[Shri K. C. Reddy]

of these paper caps for toy pistols. Under rule 5 (1) (ii), no such licence is necessary. But in spite of that, the department of Explosives has taken the precaution to issue what is called a sort of permit. That permit is not enforceable in law. By way of abundant precaution some kind of permit is issued.

The staff of the Explosives department, when they go out for inspection of the various units which manufacture fireworks, to inspect the manufacture of such of those items of fireworks which are subject to licensing, they also incidentally inspect how these paper caps are manufactured. Incidentally they do it. During all these years, there have been no accidents. The hon. Member has just drawn my attention to the report of 1955-56. I shall look up that and give such information as is available on that point later on.

In 1956-57, as the statement says, some experiments were conducted as to the nature of the paper caps, or amorces as they are called. During 1955 as also in 1957, there were several representations from manufacturers to the effect that 75 gr. per 1,000 paper caps is grossly inadequate, that these paper caps do not explode, that the children complain and that these really do not explode. As such, they insisted that a larger composition should be allowed. Certain decisions were taken after experiments were made. It was found that composition up to 204 gr. per 1,000 papers caps does not result in any explosion whatsoever.

Shri Tangamani: Are 200 gr. allowed now?

Shri K. C. Reddy: One hundred and four per 1,000; I am giving only by way of information. It may be that these experiments have been completely foolproof or there was some defect in these experiments, I am not in a position to say. The experiments, that have been conducted have led us to the conclusion that 204 gr. per

1,000 would not result in anything dangerous or in any explosion. This is the background information that I venture to give on this occasion.

Now that these explosions have occurred, Government are considering the question of issuing licences for the manufacture of amorces. That is being actively processed. The action that was suggested by my hon. friend Shri Feroze Gandhi is a different matter altogether. There is no question of cancelling the licence that has been granted to a particular firm, because, there was no licence whatsoever that has been granted for the purpose of manufacture of amorces.

Shri Thanu Pillai (Tirunelveli): Is permission required or not?

Shri K. C. Reddy: The hon. Member has not followed what I have said.

Shri Thanu Pillai: They have been stopped.

Shri K. C. Reddy: As to what should be the future course of action, that also has been indicated in the statement laid on the Table of the House. We are considering this question seriously. The hon. Member said that the concerned Ministry should consider the question obviously. I would like to assure the hon. Member that seriousness has not been lacking on the part of any Ministry or on the part of the Government of India or the Government of India as a whole to give urgent and close attention to the various problems that have arisen in connection with these unfortunate explosions that have taken place in the country. My senior colleague the Railway Minister will deal with the various aspects concerning these unfortunate incidents. I would like to say that we are all very, very sorry indeed that these explosions should have taken place, and whosoever is responsible we are prepared to locate.

So far as my Ministry is concerned, may I say that if I find after due enquiry that there has been anything wanting on the part of the Explosives Department in regard to this

matter, if after proper enquiry we find it necessary to take any further action in order to prevent these explosions, certainly we are prepared to do it. But I would like to say finally that so far as the reports of the Inspectors of Explosives are concerned regarding these various explosions—one at Asansol, the other at Katpadi and the latest one at Kanpur—we have received only one report, regarding the explosion at Asansol. We have yet to receive the reports of the Inspector of Explosives regarding the Katpadi and Kanpur explosions. Without getting all these three reports and without carefully reviewing these reports that will be submitted in course of time, it is not possible for us to say definitely and finally what the responsibility of the Department of Explosives is in so far as these incidents are concerned.

Mr. Chairman: I would like to know from the Railway Minister how much time he would require.

Shri Jagjivan Ram: Fifteen minutes.

Dr. P. Subbarayan (Tiruchengode): The matter is really a very simple one. There is such a large amount of these crackers in Sivakasi which cannot be transported because of the decision taken by the Railway Ministry not to allow transport because of these three incidents which happened at Asansol, Kanpur and Katpadi. No doubt there has been loss of life which we deplore very much. But this is a cottage industry in the South employing about 25,000 persons in Sivakasi, and as my friend Shri S. V. Ramaswami explained, most of these people live on credits received from banks for the manufacture of these explosives. If these crackers and these Bengal matches especially are not allowed to be sent out from Sivakasi to various places where they find a market, it will not be possible for them to repay their debts to the banks.

No doubt care has got to be taken in regard to this matter. As my friend Shri Ranga reminds me, these sales take place especially before Diwali festival and the Pooja festival in Bengal. Therefore, some arrangement should be made with the proper

care that is necessary for the transport of these goods to the various places so that all this accumulated amount of goods in the hands of the Sivakasi merchants and others could be sold in the market, and they could be able to pay off their debts.

Shri S. V. Ramaswami: Minus the paper caps.

Dr. P. Subbarayan: Shri Feroze Gandhi explained to you that in spite of being marked "fragile", goods are simply thrown about on the railway platforms. I have witnessed it myself. No care is taken in spite of extra freight being paid for such goods, and I think it is up to our railway administration to see that care is taken with regard to these goods which are marked "fragile" or "dangerous", so that because of this care explosions of the kind that happened at Katpadi may not take place.

We heard a lot about these caps manufactured for toy pistols. It amuses the children very much.

Shri K. C. Reddy: And elders also.

Dr. P. Subbarayan: Perhaps like the hon. Minister himself. He probably likes the noise that is produced, and that is why naturally he thought 204 grains for a thousand caps were not sufficient. He may have even thought of increasing it.

Shri K. C. Reddy: There is no proposal to increase it.

Dr. P. Subbarayan: I am glad to hear there is no proposal to increase it. Anyhow, I have gathered that he likes the noise that is produced by these toy pistols.

The explosion at Katpadi I was told was really due to these caps being exported in large numbers from Katpadi and that in the transshipment from metre gauge to broad gauge wagon, something happened and the dashing of the vehicles together etc., caused the explosion and naturally caused the fire which exploded the crackers and the matches, because, as was explained, these crackers and these matches do not explode or catch

[Dr. P. Subbarayan]

fire under any pressure, but only when fire is applied there may be lighting or explosion of the crackers. Therefore, I think it will be quite safe to have these crackers and Bengal matches transported before the Diwali festival so that these merchants do not suffer the losses that are anticipated if such export does not take place. For the present, till an examination is made of these caps for toy pistols, they may be stopped from being exported, and if only the hon. Railway Minister is kind enough to provide wagons for the transport of these crackers and Bengal matches which by themselves are not dangerous, as has been explained by various Members, he would be helping a thriving cottage industry and also helping the 25,000 labourers employed for this purpose,....

Shri Ranga (Tenali): And millions of children.

Dr. P. Subbarayan: . . . to earn their living, and as my friend Shri Ranga says, also give enjoyment to millions of children.

Shri C. R. Pattabhi Raman: So many issues have been clarified that I do not propose to take much of the time of the House, excepting to stress one or two aspects of this cracker industry.

As has been pointed out, this has been localised in three places in the whole of India, in Kerala, in South India and in the State of Bombay.

Shrimati Paravathi Krishnan (Coimbatore): Is Kerala not in the South?

Shri C. R. Pattabhi Raman: Trichur.

Shri V. P. Nayar: Have you relegated Kerala to the North.

An Hon. Member: It is South West India.

Shri C. R. Pattabhi Raman: I am only particular in pointing out that it is not as if South India or Madras alone that is affected. This industry is localised in these places, and especially in South India the place

where these matches are produced is a drought-ridden place. There is no river there, there is no irrigation there, and most of them live by this industry. It is an industry functioning all the year round. They store up nearly a crore of rupees worth of goods, and all that is transported about the time of Diwali, and sometimes in January, and it goes on to Kartik, because in some places in South India during the Kartik festival there are some fireworks.

Subsidiary and ancillary to this is the printing industry to which reference has been made. All the election posters have been printed by the Sivakasi printers who are printing mostly these labels for these crackers and other wrappers for these crackers. That is the first point. Hundreds of people who are very good printers are also in Sivakasi.

Then you have got a regular match industry which is almost a by-product, though it is really the main industry strictly speaking

Shri Feroze Gandhi: There are some crackers here!

Shri C. R. Pattabhi Raman: I am an admirer of my good friend Shri Feroze Gandhi. I would not have thought he could keep a debate of so much seriousness interspersed with so much lightness at the same time. I can never be sure when his remarks are serious or funny. He was referring to fireworks elsewhere, but here I am only concerned with the fireworks and crackers at Sivakasi.

It has been established that all these explosions are in amorces. The term "amorces" is nothing very technical. They are red paper caps put in pistols, which my hon. friend, the Minister of Works, Housing and Supply, who is in charge of explosives, is very fond of....

Shri K. C. Reddy: My children are very fond of it, not so much I.

Shri C. R. Pattabhi Raman: He looks so young that he is young enough for these crackers.

These are confined to these small things which are, *per se* explosive. It has been pointed out time and again that only one of these, amorces caps, is *per se* inflammable and *per se* explosive. It does not need an outside agent as the striking of a match or applying the light. That can be stopped. It has been brought out very clearly that this is confined to only one or two firms who in a competitive mood are putting much more of these explosives and trying to catch the trade. They are sending these to merchants in Lucknow, Calcutta of course, in Calcutta also they are producing these—

On account of these people, the whole trade is suffering. There is bottleneck, and what is the result? Today's order—I am obliged to the Minister for supplying it—as it stands, is this (on page 3) "Booking of fireworks has been stopped on all railways with effect from 23-8-1957" Instructions have also been issued, I am not going to read all the sentences there

May I tell the Minister in charge of explosives that I do not think he is well staffed in this respect? As has been pointed out by my hon friend, Shri Tangamani, there are only two or three people in Madras. These amiable gentlemen, executive bureaucrats, are controlling Madras, Andhra, and Kerala—the whole lot of it, an area bigger than UP Bihar put together. Is it possible for the whole trade to wait for these gentlemen to come and check wagon after wagon? Are these people going to check wagon after wagon? Has any accident taken place in transit? No. Only when the wagons come to the station and stop, accidents take place. Shri Feroze Gandhi referred to it beautifully, the gentlemen of the railway who start the transshipment, putting the gently—the mother and child analogy was given; I do not know whether mothers handle their children in that way. Actually, they are handling it so carelessly that all these accidents are taking place there. There is, for example, Katpadi which is the junction where the goods have to be

brought from the metre gauge line to the broad gauge line. These are the places where these accidents take place, as a result, if I may say so with great respect, of the railway's class IV servants handling these goods.

For this, the whole of the trade is being brought to a standstill. There are thousands of people. Most of them, as has been pointed out by Shri S. V. Ramaswami, are not very rich people; they are all people who are in debt; they have been borrowing from private or other banks, for the production of these goods, for purchasing the materials like cracker paper and so on. They are really bound hand and foot. Now to say that they cannot sell them when Diwali comes is something that is not understandable. Can they wait for the Diwali after that? Will the hon Minister's children buy for the next Diwali goods produced for this Diwali?

Shri V. P. Nayar: Why not put off Diwali for once?

Shri C. R. Raman: I want to tell my hon friend of the Communist Party that even the October Revolution can be postponed, but not Diwali. It is on Tula Amavasa. It begins in *Chaturdashi* in that month. It is a time-old festival. It cannot be shifted. Diwali is not a mere show, it has some religious significance also.

Shri V. P. Nayar: Then let us have it.

Shri C. R. Pattabhi Raman: I am very happy we are going to have it.

I make this appeal to the Minister in charge. If I may say so with great respect, it is not usual for all the Ministers concerned to be present in the House, but I am very glad that on this occasion, all the concerned Ministers are present. I sincerely hope that they will do something to ease the bottleneck to help the trade so that thousands of people will not be put out of employment and these traders will not be put out of business.

17-35 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

श्री जगदीश भवस्वी (बिल्हौर) :
उपाध्यक्ष महोदय, काफी देर से रेलवे मंत्रालय के सम्बन्ध में तथा इन विस्फोटों के सम्बन्ध में जो चर्चा हो रही है, उसके सम्बन्ध में मैं यह कहना चाहता हूँ कि जब से हम आजाद हुए हैं तब से हम को दैवी विपत्तियों का तथा मनुष्यकृत विपत्तियों का सामना करना पड़ रहा है। कभी बाढ़ के समाचार आ जाते हैं तो कभी कभी दुर्भिक्ष का भी हमको सामना करना पड़ जाता है। इनके अतिरिक्त कई बार रेलों का टकराव हो जाता है, रेलवे दुर्घटनायें हो जाती हैं तो आज इन विस्फोटों का ताता लग गया है। इन सब की तादाद धीरे धीरे बढ़ती जा रही है। इन दुर्घटनाओं के फलस्वरूप आम जनता की जान माल खतरे में पड़ गई है और पड़ती आ रही है। आम जनता का जीवन स्तर पहले से काफी नीचा है और उसके जीवन स्तर को ऊंचा उठाने का कोई प्रयत्न नहीं किया जा रहा है। जहाँ तक दैवी प्रकोपों का सम्बन्ध है सरकार इनको रोकने का भरसक प्रयत्न करती रही है। बाढ़ पर कन्ट्रोल करने के उसने यत्न किए हैं और बहुत से इस तरह के काम किए हैं। इन कार्यक्रमों को कार्यान्वित करने के लिए उसने विभागीय अफसर भी नियुक्त किए हैं तथा इन दुर्घटनाओं की विभागीय जांच भी कराई जाती है। यहाँ पर लोगों की जान की हिफाजत करने के प्रयत्न नहीं किए जाते हैं और बिना बात के ही गोली चला दी जाती है। और यह कहावत चरितार्थ होती है कि ज्यों-ज्यों दवा की गई, मर्जें बढ़ता ही गया। मैं अन्य विषयों पर न आकर केवल उस विषय तक ही अपने आपको सीमित रखूँगा जो कि आज विचाराधीन है। इन विस्फोटों के सम्बन्ध में मैं यह कहना चाहूँगा कि जो भी प्रारम्भ से रेल मन्त्रालय के मन्त्री रहे हैं वे यह कहते आए हैं कि रेलों की एफिशेंसी बढ़ी है, उसको काम करने की जो क्षमता है, वह बढ़ी है और बढ़ती जा रही है

लेकिन दूसरी ओर रेलों में जो भ्रष्टाचार है वह भी बढ़ता जा रहा है तथा दुर्घटनाओं की संख्या भी बढ़ती जा रही है। कभी ट्रेन एक्सिडेंट हो जाते हैं, कभी पुल टूट जाते हैं और कभी विस्फोट हो जाते हैं और इनकी एक चैन लग जाती है, इनकी एक लड़ी बन जाती है। मुझे समझ में नहीं आया कि इनकी रोक बाम करने के पहले से ही क्यों कोई प्रयत्न नहीं किए जाते हैं। मुझे याद है कि जब कभी कोई दुर्घटना होती है तब सरकार की ओर से उसके मंत्रीगण यही आश्वासन देते हैं कि भविष्य में ऐसी कोई दुर्घटना नहीं होने दी जाएगी। मैं कहना चाहता हूँ कि पहले असंसोल में दुर्घटना हुई जिसमें कि १४ व्यक्तियों की मृत्यु हो गई। फिर काटपडी में हुई। इन गरीब आदमियों की जिन की इन दुर्घटनाओं में जान गई कोई अपराध नहीं था। इन के बाद भी कोई सुरक्षात्मक कार्रवाई नहीं की गई और न अब की जा रही है। इस के बाद कानपुर में एक भीषण विस्फोट हुआ और दुर्घटनास्थल को मंने जाकर अपनी आँखों से देखा है। असमोल की दुर्घटना के बारे में मन्त्री महोदय ने एक विवरण सभा पटल पर रखा है। उसके अतिरिक्त मंने यह देखा है और मुझे यह ज्ञात हुआ है कि रेल कर्मचारी, जो रूल्स एण्ड रेग्युलेशंस बनाये जाते हैं उनका ठीक से पालन नहीं करते हैं, उन पर आचरण नहीं करते हैं। यह एक आम शिकायत है कि सभी मन्त्रालय रूल्स और रेग्युलेशंस का ठीक से पालन नहीं करते हैं लेकिन यह चीज विशेष तौर से रेल मन्त्रालय पर लागू होती है। विस्फोटक पदार्थों के आवागमन सम्बन्धी नियम है उनका रेल कर्मचारियों द्वारा ठीक ठीक पालन नहीं होता है।

बहुत से नियम हमारे माननीय सदस्यों ने पढ़ कर सुनाये हैं। एक नियम यह भी है कि जो विस्फोटक पदार्थ हों, जो आतिशबाजियाँ होती हैं, या जो इसी तरह की दूसरी

धीरे होती है, उसके साथ म कोई "बॉम्ब बम" जिनको कि हम उत्तर प्रदेश में पटाखों के नाम से पुकारते हैं, पैकिंग नहीं हो सकता है। मैंने स्टेट्समैन में पढ़ा है तथा अन्य समाचार पत्रों में भी पढ़ा है कि असंसोल में जो दुर्घटना हुई उसमें डिब्बे के साथ ही छः बोरे जिनमें कि छोटे छोटे बॉम्ब बम रखे हुए थे। जो कुली उनको उतारते थे नियमानुसार लाइसेंस कुली होने चाहिये थे लेकिन अनलाइसेंस कुली जिस लापरवाही से इन चीजों को उतारा जाता है उसका तो कहना ही क्या है। जिस तरह से कुली लोग डिब्बों में भीड़ होने की वजह से मुसाफिरों को ठोस देते हैं उसी प्रकार से लापरवाही के साथ बिना समझे बूझे इन चीजों को पटक दिया गया जिसके परिणामस्वरूप दुर्घटना हो गई जिसकी जिम्मेदारी रेलवे मन्त्रालय पर है। कानपुर के सम्बन्ध में जहां पर जाकर मैंने सब चीजों को अपनी आंखों के साथ देखा है मैं कहता हूं कि रेलवे ने एक यह नियम बना रखा है कि शीड में जहां पर विस्फोटक पदार्थों को उतारा जाए। वहां पर और कोई दूसरी चीजें नहीं होनी चाहिए। लेकिन असंसोल में जहां ये विस्फोट हुए वहां पर इम्स जिन में तेल रखा हुआ था. पाया गया और उसके चित्र भी लिए गए जो कि समाचार पत्रों में छपे हैं। कानपुर में भी परसों सुबह मैंने देखा है कि जहां दुर्घटना हुई थी वहां पर वनस्पति तेल तथा लुई कैटिंग ग्रायल जैसी चीजें रखी हुई थीं। वहां पर फरवरी महीने में घाए हुए कनसाइनमेंट्स भी पड़े हुए थे। इस विस्फोट के होने से जो दुर्घटना हुई यह इतनी भीषण व वीरमत् थी कि ऊपर की करीब १५० गज की छत उड़ गई और जो तीन व्यक्ति उसमें मारे गये उसमें से एक व्यक्ति की लाश दो फर्लांग पर जा कर

गिरी और उसकी लाश बिल्कुल क्षत विक्षत ही गई थी। आज यह कहा जाता है कि विस्फोटक पदार्थ रखने के वास्ते धरम स्थान बनाये जाते हैं लेकिन मैं सयन् को बतलाना चाहता हूं कि आज भी कानपुर के शीड में १०० पैकेजेज रखे हुए हैं, फरवरी का कंसाइनमेंट घाट महिने होने को प्राये आज भी वहां पर रक्खा हुआ है। मैं आपको यह भी बतलाना चाहता हूं कि कानपुर विस्फोट के बाद से वहां की जनता में इतना भ्रातंक समाया हुआ है कि वे डर के मारे वहां पर नहीं जाते हैं। श्री फ्रीरोज गांधी ने भ्रमी उसकी बाबत जो कहा उसमें थोड़ा हास्यास्पद रूप आ गया लेकिन यह सत्य बात है कि कानपुर के शीड में आज जो विस्फोटक पदार्थ रखे हुए हैं, उसके कारण आज कानपुर के लोग डर रहे हैं कि न मालूम कब फिर विस्फोट ही जाये और वे उस जगह जाते डरते हैं। मैं रेल मंत्री महोदय से जानना चाहूंगा कि आखिर यह तमाशा कब तक चलेगा और जो रेलवे के नियम हैं उनका व्यवहार रूप में पालन क्यों नहीं किया जाता ?

दूसरी बात मुझे जो कहनी है वह यह है कि उन दुर्घटनाओं के सम्बन्ध में चाहे कितना वाद विवाद किया जाये और एक दूसरे को भला बुरा कहा जाये, उससे यह समस्या हल होने वाली नहीं है। सब से बड़ी आवश्यकता इस बात की है कि जो कुछ भी आप विभागीय नियम बनाते हैं, जब तक उनका ठीक ठीक पालन नहीं करते हैं तब तक यह चीजें रुक नहीं सकती हैं। यह जो दुर्घटनायें हुईं, कानपुर में और आसनसोल में विस्फोट हुए, अब इस तरह की तो कोई गारन्टी नहीं हो सकती है कि भविष्य में कोई इस प्रकार की दुर्घटनायें नहीं होंगी लेकिन इतना जरूर हो सकता है कि जिस तरह हम बाढ़ नियन्त्रण की योजनायें बनाते हैं उसी प्रकार से हम रेल दुर्घटनाओं और विस्फोट की घटनाओं पर जिसमें बहुत से लोगों की जानें चली जाती हैं, उन पर भी नियंत्रण कर सकते हैं और कोई योजना बना सकते हैं। इस तरह की दुर्घटनाओं को

[श्री जगदीश अक्वथी]

जिम्मेदारी अकेले परमात्मा पर छोड़ कर बैठ रहना उचित नहीं है। इस सम्बन्ध में रेलवे मंत्रालय की जिम्मेदारी है और वह उससे अलग नहीं हो सकता है।

रेलवे मंत्रालय ने एक नियम तो निकाल दिया है कि अब कोई ऐसे विस्फोटक पदार्थों का परिवहन नहीं होगा लेकिन मेरी शिकायत है कि आप दुर्घटना रूपी वृक्ष के पत्तों को काट रहे हैं और उसकी जड़ की ओर आप नहीं देखते हैं और आप स्वयं समझ सकते हैं कि उस हालत में उसका किया परिणाम निकलेगा। यह ठीक है कि आपने विस्फोटक पदार्थों के बारे में नियम बना दिये हैं लेकिन हम देखते हैं कि फ्रैंकटरीज में जहाँ कि यह विस्फोटक पदार्थ बनते हैं वहाँ पर नियमों का पालन नहीं होता है। मैं चाहता हूँ कि कि इस्पैक्टर्स लोग फ्रैंकटरीज में सरप्र इज विजिट करे और उन नियमों का पालन कराने का प्रयत्न करे। एक्सप्लोजिब्ल के पैकेजिंग रेलवे वैगन्स में महीनो चला करते हैं, मैं पूछना चाहता हूँ कि क्या कभी उनकी चैकिंग होती है? केवल एक लेवल लगा रहता है, 'इन्डर' कभी उनकी चैकिंग नहीं होती है और जब वे उतारे जाते हैं तब उनके प्रति लापरवाही बर्ती जाती है। मैं श्राद्दा कि रेलवे मंत्रालय ने जिस प्रकार अपने वहाँ से भ्रष्टाचार दूर करने के लिये खास तौर पर इस्पैक्टर्स रखे हैं, उमी तरह से सरप्रइज चैकिंग के वास्ते अलग से इस्पैक्टर्स रखने चाहिये जो यह देखें कि एक्स प्लोजिब्ल के नियमों का ठीक से पालन हो। मैं ने सुना है कि रेलवे का यह नियम है कि किसी एक वैगन में ४ या माढ़े चार टन से अधिक का सोड नहीं होना चाहिये लेकिन यह मेरी जानकारी में है कि उतनी लोडिंग कैंपेसिटी न होने पर भी ८, ८ टन तक विस्फोटक पदार्थ भर दिये जाते हैं। मैं चाहता हूँ कि रेलवे मंत्रालय को इसकी चैकिंग करवाने की समुचित व्यवस्था करनी चाहिये ताकि नियमों का उल्लंघन न हो सके।

अन्त में मुझे वहीं कहना है कि महबूब-नगर की जो रेल दुर्घटना हुई, इसमें कोई ट.व. नहीं है कि दुर्घटना हो जाया करती है और उसके बाद जांच की जाती है और दाषी लोगों को दंड भी दिया जाता है लेकिन इन सब में बढ़ कर जो बात होती है वह एक नैतिक प्रभाव होता है। आप जानते हैं कि हमारे देश के अन्दर जितने भी सरकारी विभाग हैं उनमें वास्तव में बड़े बड़े अफसर शासन करते हैं और यही हाल रेलवे मंत्रालय का भी है, वहाँ पर रेलवे मंत्री महोदय नहीं वरन् जो रेलवे के बड़े बड़े अफसर हैं, वे सचमुच में शासक हैं और वे रेलवे का संचालन करते हैं। इस सम्बन्ध में मैं यह कहे बगैर नहीं रह सकता कि हमारे भूतपूर्व रेल मंत्री श्री लाल बहादुर शास्त्री ने महबूबनगर रेल दुर्घटना के बाद अपना त्यागपत्र देकर एक आदर्श उपस्थित किया है और उनके त्यागपत्र दे देने के परिणामस्वरूप रेलवे के बड़े अफसरों में एक खलबली सी मची और उन में चेतना आई। और यं ई देश में चेतना आने में अपने वर्तमान रेलवे मंत्री महोदय से यह जानना चाहता हूँ कि यह तीन विस्फोट की दुर्घटनायें हुईं और उन में २५ व्यक्तियों की जाने गईं, उसका उन पर क्या असर पडा? मेरा उनमें निवेदन है कि केवल यहाँ पर भविष्य के कृपे आवाशन दे देना और यह कह देना कि हम आवश्यक कार्यवाही करेग, उससे कोई विशेष असर होने वाला नहीं है। मैं तो तब यह समझता कि बावई उनको इन दुर्घटनाओं में दिली मददा पहुँचा है, त्यागपत्र देने की बात तो मैं नहीं कह सकता हूँ क्योंकि शायद वह बहुत लम्बी चौड़ी बात होगी लेकिन इनना तो वह कर ही सकते हैं कि दुर्घटना के प्रायश्चित्त स्वरूप एक सप्ताह का उपवास रख ले। हम लोग अगर भूख हड़ताल करते हैं तो हम पर मुकदमा चलाया जाता है लेकिन उनके साथ तो यह बात भी वहीं है, मंत्री महोदयों पर तो उपवास कराने के कारण कोई मुकदमा नहीं चलाया जा सकता है,

भ्रगर मंत्री महोदय उपवास रख लें तो उससे देश को यह मालूम हो सकता है कि वाकई मंत्री महोदय को इन दुर्घटनाओं से दिली सदमा पहुंचा है और रेलवे के बड़े बड़े भ्रमरान पर एक नैतिक असर पड़ सकता है ।

जिस प्रकार से हम लोगों के सफर करने के वास्ते एयर कंडिशनड् वोगीज बनती हैं, वैसे ही विस्फोटक पदार्थों का परिवहन करने के लिये रेलवे मंत्रालय को भ्रलग से विशेष प्रकार के डिब्बों का निर्माण करना चाहिये जहां कि वे ठीक प्रकार से सुरक्षित रखे जा सके । भ्राज विस्फोटक पदार्थों को सामान्य डिब्बों में रक्खा जाता है । में चाहता हूं कि उनके लिये विशेष रूप से डिब्बों का निर्माण होना चाहिये जिनमें कि उनको पैक किया जाय और एक जगह से दूसरी जगह ले जाया जाय ।

यह कहा जाता है कि विस्फोटक पदार्थ गुड्स शेड से बिलकुल भ्रलग रखे जाते है लेकिन में भ्रपने भ्रनुभव के आधार पर कह सकता हूं कि व्यवहार में ऐसी बात नहीं होती है । भ्राज भी कानपुर में इसका प्रमाण मौजूद है और भ्रगर मंत्री महोदय चाहें तो जाकर स्वयं देख सकते है कि जो में कह रहा हूं वह सच है कि नहीं । जब में कानपुर दुर्घटना के बाद वहां पर गया तो मुझे बतलाया गया कि विस्फोटक पदार्थ के १०० पैकेजेंज दुर्घटना होने के बाद वहां से हटा कर थोड़ी दूर पर रख दिये गये हैं लेकिन वह रखे वहीं गुड्स शेड में है ।

भ्रन्त में में और भ्रधिक न कह कर यही कहूंगा कि इन दुर्घटनाओं के बाद और उन पर यह जो तमाम बहस की गई उसके बाद भ्रगर हम कुछ सबक ले सकें और भ्रविष्य में उनको न होने देने के लिये कुछ ऐसी कार्यवाही कर सकें तब तो बहस का कुछ मूल्य भी हो सकता है वरना में समझता हूं कि इस प्रकार की बार बार

दुर्घटना होना और उसके बाद यहां आकर बहस करना, यह हम सब लोगों के लिये बड़ी लज्जा की बात होगी और सरकार के लिये लज्जा की बात तो होगी ही । मुझे उम्मीद है कि हमारे रेलवे मंत्री महोदय इस पर गम्भीरता से विचार करेंगे और सदन को भ्रब मौका नहीं देंगे कि वह किसी रेल दुर्घटना या विस्फोट दुर्घटना के बारे में बहस करे ।

Shri Dasgupta (Purulia): Mr. Deputy-Speaker, Sir, from the 31st July to 1st September, within these 35 days there have been 3 explosions, one in the east, one in the south and one in the north. In Asansol, 14 persons died and 15 were injured; in Katpadi 5 died and 8 were injured. In Kanpur railway station 3 died and 6 were injured.

Sir, these explosions are due to the slackness of the railway administration no doubt. The causes and other factors have been explained by the previous speakers. But one thing to which I want to draw the attention of the railway administration and the Ministry is that if we go into reasons or causes for it, we must admit that the slackness of the administration is responsible for it. There has been a general slackness in the administration. That is a point about which we must be careful.

In India, at present, in the administrative sphere, in all departments and in all Ministries, we find that there is a general slackness and want of responsibility. We may enact a law here and we may frame rules and regulations and all those things, but those people who are going to execute them, if they are not responsible and if their sense of responsibility is not developed, then, there will be explosions of this kind always. That is the main thing which I request the Railway Minister and the other Ministers to look into. That is why—I have no time at my disposal—I will simply point out one instance which I think will be sufficient to explain it. In the whole of the administrative structure

[Shri Dasgupta]

in India, employees have no incentive or initiative. The idea is to just carry on the work and retain the service any way. That is the attitude we find among the employees in all the departments. This fact cannot be denied. This is the main disease with the administrative machinery. I venture to say that if we ask the employees what the standard of efficiency is, they complain that now-a-days we have got no standard of efficiency. It is something serious and should be considered.

If you ask them to be frank and they are, they will say that the only standard of efficiency is to know how to please and whom to please. That is why the workers and the employees in their respective field do not feel any incentive or initiative. They will only carry on the work some way or the other, anyhow. What goes on is not their concern.

While you can enquire into all these matters, this aspect should not be lost sight of. There will be rules. You must make somebody responsible for this. But the main thing, the root cause, is this. If you can improve it and really do the right thing with the employees, there will be less of such explosions and such accidents. These are only manifestations of the inefficiency and the slackness which prevail in our administration.

श्री गजेन्द्र प्रसाद सिन्हा (पालामऊ) :
उपाध्यक्ष महोदय, मे इस बहस में भाग नहीं लेना चाहता था, लेकिन अभी मेरे एक दोस्त ने यह कहा कि मिनिस्टर साहब को इस्तीफा दे देना चाहिये या या उपवास करना चाहिये या ।

उपाध्यक्ष महोदय : इस्तीफा तक तो वह नहीं गये । वह कहते हैं यह तो बहुत बड़ी बात है, इस लिये मैं रुकता हूँ । वह सिर्फ उपवास तक गये ।

श्री गजेन्द्र प्रसाद सिन्हा : खैर, उन्होंने ऐसी बात कही, और इस तरह की बात का असर भी होता है । यह बात जरूर है कि दो तीन, दुर्घटनायें ऐसी हुई हैं जिन से सभी

को तकलीफ हुई, और पार्लियामेंट के मेम्बर ही क्या, सभी लोग यह चाहेंगे कि ऐसी बात भागे न हो लेकिन अभी मेरे पहले जो दोस्त बोलने लगे हुए उन्होंने एम्प्लायीज की हालत को बतसाया । उन्होंने बड़े एम्प्लायीज के बारे में कहा, रेलवे बोर्ड और बड़े बड़े अफसरों के बारे में भी कहा कि वे मिनिस्टर को खुश रखना चाहते हैं और यही एक वजह है कि जो नीचे के क्लास ३ एम्प्लायीज हैं उनके लिये इंसेंटिव नहीं रहा है । मैं तो उन से उम्मीद करता था कि चूंकि वह उधर बैठे हुए हैं, वे भी हिस्सा बढायेंगे और मदद करेंगे कि आइन्दा ऐसी दुर्घटनायें न हों । चूंकि अभी दुर्घटना की रिपोर्ट नहीं आई है, इस लिये यह नहीं कहा जा सकता कि वह कैसे हुई, लेकिन जैसा और लोगों ने बताया कि वहां के कुली या वहां के छोटे स्टाफ के एम्प्लायीज जो थे, उन्होंने सावधानी से काम नहीं किया, यह भी एक वजह दुर्घटना की हो सकती है ।

मैं पूछता हूँ कि जो क्लास ४ एम्प्लायीज या छोटे अफसरान काम नहीं करते हैं उन से ठीक से काम कराने के लिये, उन में इंसेंटिव लाने के लिये, क्या सरकार की तरफ से कुछ कमी हो रही है ? आज उनको जो सुविधायें दी जा रही हैं, शायद हिन्दुस्तान के इतिहास में पहले कभी नहीं दी गईं । आज उनको सब तरह की सुविधायें दी जा रही हैं, लेकिन सब से बड़ी वजह यह है कि पोलिटिकल प्रागोनैजेशनस की और पोलिटिकल लीडर्स की वजह से आज बड़े अफसरान उन के ऊपर कोई कार्रवाई नहीं कर पाते हैं । अगर आज किसी भी क्लास ४ एम्प्लायी पर रेलवे बोर्ड क्या, रेलवे मिनिस्टर भी कोई कार्रवाई करें, तो दूसरी तरफ से स्ट्राइक की भमकी आने लगती है । मैं तो आज भी यह सोचता हूँ कि अगर इसके लिये आज रेलवे मंत्रालय, रेलवे बोर्ड या वहां के बड़े अफसरान सबकी से पेश आयें ताकि आइन्दा ऐसी चीज न

हो सके, तो कज वहां पर स्ट्राइक का सामना करना पड़ेगा। फिर यह कहा जाता है कि रेलवे मिनिस्टर रिजाइन करें, दूसरी तरफ अगर सक्ती हो तो वहां स्ट्राइक किया जायगा, तब कहा जायगा कि खूँकि वहां स्ट्राइक हो रहा है इस लिये रेलवे मिनिस्टर प्रस्तीफा दें।

यह बात जरूर है कि बड़े बड़े प्रफसरान को कोशिश करनी चाहिये कि ऐसी चीज न हो, लेकिन इस के साथ ही यह हम लोगों की भी जिम्मेदारी है, खास कर जो लेबर लीडर हैं उन को भी चाहिये कि आज जो गड़बड़ी हो रही है, इंडिसिप्लिन हो रहा है, उस की ओर भी वह ध्यान दें। दुनियां के दूसरे देशों से आज रूस और चीन में डिस्सिप्लिन ज्यादा है, लेकिन इस डिस्सिप्लिन को लाने में सब से बड़ा हाथ लेबर प्रॉगॅनाइजे-शन्स का और लेबर लीडर्स का रहता है। लेकिन आज यहां पर उन का रोल बिल्कुल दूसरा ही रहता है। इस लिये में उन से अपील करूंगा, उन से कहूंगा कि वह भी इस में हमारा हाथ बढायें और हमारे क्लास ४ एम्प्लायीज या दूसरे लोग भी इस तरह से काम करें कि ऐसी बात आइन्दा न हो।

Shri Thanu Pillai: Sir, much has been said during this discussion. I have only to submit that the Government must use power with discrimination and discretion. The Explosives Department says that they have no licensing system or control over them. The Railway Department says that they have handled it carefully and that all rules have been observed.

An Hon. Member: Where have they said?

Shri Thanu Pillai: They have said so in answer to questions.

Now, somebody should take the blame. Of course, the poor manufacturer is there, no doubt, a number of lives were involved and deaths had occurred in the three accidents. It is a serious matter and Parliament

and the Government rightly took serious note of it. But in reaching conclusions, we have not applied our minds with sufficient care in order not to hinder the innocent people who are not responsible for these explosions.

18 hrs.

The Explosives Department have got a rule, though there is no licence, that these paper caps should be manufactured according to instructions, and under their permission alone factories can be installed. I know of factories where accidents have occurred and when some people came for permission the permission has been refused.

Shri K. C. Reddy: For manufacturing amorces only or manufacturing other fireworks?

Shri Thanu Pillai: Amorces only. Now, the instructions of the Explosives Department are becoming impracticable to follow, because they wanted to have 70 grains for thousand dots of paper caps. The hon. Minister has himself admitted that 204 grains is not dangerous. All these cap manufacturers have given a certain formula and they are given permission by the Inspector of Explosives to produce paper caps according to that formula. If they have no control, why should they come with a formula and have the permission from the Government?

18-01 hrs.

[MR. SPEAKER in the Chair.]

What has actually happened is that some manufacturers have violated that safe formula which accepted by the Inspector of Explosives. Instead of finding out the persons who violated it, this wholesale order banning everybody's goods has been passed and it has affected a large number of small manufacturers who depend upon this one particular trade only for their existence.

Coming to the Railway side, the explosives which have travelled 1500 miles have exploded after completing

(Shri Thanu Pillai)

1500 miles. How did it not explode during all this transit? If there was safe handling how could that explode? It is just anybody's commonsense that something had happened at that point of explosion which did not occur in the manufacturer's factory, during loading at Sivakasi or transshipment at Katpadi or other places. It has come up to Kanpur. Therefore, somebody must take the responsibility.

It must be the Railway Board, in my opinion, because it is they who direct the operations of the servants of the Railways. Rules are given that a clerk or an officer should be present to instruct the labourers to handle these goods safely, because they would be illiterate and they would not be able to follow the instructions or the labels on the parcels. I do not know whether it was observed. Those who have violated the rules have paid with their lives. To see whether the manufacturers have violated the rules or otherwise, we are the authority, and we have used our power in such a manner which is not absolutely correct. That is my humble submission.

Therefore, I say, that we must apply the test whether the manufacturer has correctly manufactured and observed the formula, and those commodities may be allowed to be transported. Those that have violated the formula, their licences should be scrapped. They should not be allowed to manufacture any further amorces. That alone will be the correct action to take, because the number of lives lost, if it goes without a counter action in the form of some punishment on some responsible persons it will be rather bad. People will go on violating the rule in the hope that ultimately the ban will be lifted and they can go on trading like this.

Crackers, matches and caps are three different varieties of fireworks. The crackers and matches may be allowed in two separate wagons and

the caps may be banned for the time being. In the case of those that have followed the regulations, followed the formula accepted by the Inspector of Explosives, their goods and paper caps may be released subsequent to this. There should not be a wholesale ban on the trade and industry because a number of families are involved in this. Some of them might be rich. A few rich people might come here and plead to hon. Members, and seeing them an impression may be formed that all manufacturers of fireworks are very rich people. It is not actually so. Like the cottage industry in matches where there are manufacturers who produce 20 to 25 gross matches, in the manufacture of crackers also there are very small people.

It is their case which is deplorable, and if they are not allowed to sell these gods before this *Deepavali*, the goods may all go bad. Not only that. All the banks have paid some advances to these small people. Many of those people will become bankrupts; and those families will be left completely without anything. We have got a duty and a responsibility to protect those people also even as we have to mourn for the lives lost.

With these words, I recommend that the ban should be lifted in such stages as are found to be fit and suitable.

Shri S. V. Ramaswami: May I seek a clarification from the hon. Minister? It appears that they are recovering these paper caps from the markets, and there is a scare in the market, particularly in Bombay. From the shops which have received these paper caps, even those innocent caps are recovered from the shopkeepers. Is that so? May I ask for that information?

Mr. Speaker: There and then he wants an answer. Once for all, in his reply, the hon. Minister will say it.

श्रीमती उमा नेहू (सीतापुर)
श्रीमानजी, आज हाउस में चारों तरफ से

विहायत ही काबिल व्याख्यान हुए हैं। मेरा इरादा कतई नहीं था कि मैं इस बारे में कुछ कहूँ, लेकिन कुछ आनरेबल मेम्बरज में इस किस्म की बातें कही हैं, जिन का जवाब देना बहुत जरूरी है। यहां पर इस मामले पर इतनी बहस हो रही है, लेकिन अभी तक इस के मुताल्लिक जांच नहीं हुई है और कोई रिपोर्ट नहीं आई है। बगैर रिपोर्ट को देखे हम लोग अपने अपने अग्रदज से यहां पर व्याख्यान दे रहे हैं। कुछ भाईयों ने कहा कि रूलज में या एडमिनिस्ट्रेशन में किया नुक्स है, किस तरह से हम को चलना है, डिजिप्लिन है या नहीं। कुछ लोगों ने श्री लाल बहादुर शास्त्री की मिसाल दे कर यह सलाह दी की चूक इस तरह के एक्सीडेंट्स हो रहे हैं, इस लिये हम नाकारा हैं और हम काम ठीक तरीके से नहीं कर सकते हैं, हमारे मिनिस्टर्ज प्रायश्चित्त करे और फास्ट करे। यह भी कहा गया कि अगर वे फास्ट करते हैं, तो वे न जेल जायेंगे और न उनको कोई सजा ही होगी। यह बात मेरी समझ में नहीं आई। मैं बहुत देर से सोच रही थी कि यह क्या बात है। अगर मैं प्रायश्चित्त करती हूँ, तो अपनी शुद्धि के लिये करती हूँ, लेकिन अगर कोई मुझे समझाए कि अगर मैं प्रायश्चित्त करूंगी और फास्ट रू, तो न मुझे जेल जाना पड़ेगा और न कोई मारपीट होगी, तो यह बात मेरी समझ में नहीं आती है। मेरे जैसे आदमी के लिये तो सब से बड़ा एक्सीडेंट यह है कि मैं पार्लियामेंट में देखती हूँ कि तरह तरह के लोग हैं और तरह तरह के ख्यालात हैं, लेकिन जो ठीक बात है, उस को देखने की कोशिश नहीं की जाती है। रेलवेज के एक्सीडेंट हो या कोई और एक्सीडेंट हों या जलजले हो, तो उन का ताल्लुक किमी एक खास पार्टी से नहीं होता है, उन का ताल्लुक सारे देश से है। दूसरी तरफ जो हमारे भाई बैठे हुए हैं, वे भी साथ हैं, हम से अलग नहीं हैं।

यहां पर तरह तरह के पटाखों के नाम लिये जा रहे हैं। मैं समझती हूँ कि पटाखों का होना जरूरी है। मैं उन लोगों में से हूँ, जो यह समझते हैं कि हमारे त्यौहारों में बगैर इन त्रेकरज के हमें मजा नहीं आता है। यहां पर यह भी कहा गया कि पिस्टल कैसी होती है, कैप्स कैसी होती है, कौन सी ठीक है, कौन सी ठीक नहीं है। इससे मुझे वह कहानी याद आती है कि अंधों के सामने एक हाथी खड़ा है और कोई उसकी दुम को हाथी कहता है और कोई कान को पकड़ कर कहता है कि वह हाथी है। जब हम को इन बातों का इल्म नहीं है, ज्ञान नहीं है, तो हम को ये बातें जरूर सोच कर कहनी चाहिए। मैं बहना चाहती हूँ कि हम को रिपोर्ट का इन्तजार करना चाहिए कि उसमें क्या है। इस बात में भी कोई शक नहीं है कि इन्डिप्लिन मारे मुल्क में मौजूद हैं। पढ़े लिखे लोगों में, विद्यार्थियों में, टीचर्स में जहां आप देखते हैं वहां निजाम और कायदा बिल्कुल गायब हो गया है। ऐसी हालत में तरह तरह के लोग रंग बरंगे लोग तरह तरह के विचार फैलाते हैं। चारों तरफ लोगो को उल्टा सीधा समझाते हैं। आप सोचिये कि आज हमें आजाद हुए थोड़ा ही अर्सा हुआ है। हम सबों को मिल कर दायें और बायें तरफ वालों को मिल कर अपने मुल्क को सुधारना है और जहां कमिया हो उनको दूर करना है न कि यह कि हम एक दूसरे की टांगें खींचे और कहे कि यह गलत है, वह गलत है। इमलिये मेरी राय तो यह है कि इन विषयों को हमें गम्भीरता से देखना चाहिये। जो एक्सीडेंट होते हैं वे तकलीफ देह और नुकसान देह होते हैं। हमारे लोग उनमें मरते हैं। मैं मिनिस्टर साहब से प्रार्थना करूंगी कि वह इस को देखें और हाउस में से जिसकी मदद की उनको जरूरत हो उसे लें। यह एक्सीडेंट केवल मिनिस्टर साहब का नहीं है, यह हम सब का है। इस लिये मैं आप से यह कहना चाहती हूँ कि यह कहना ठीक नहीं है कि रेलवे बोर्ड के लोग

[श्रीमती उमा नेहरू]

कैसे हैं, हमारे एक्सप्लोरेशन कंपनी ड्यूटी को निगलेक्ट करते हैं। मेरा तो यह कहना है कि इस वक्त सारे देश की हालत उस-ट-पुलट हो रही है, कहीं भी डिसिप्लिन नहीं दिखायी देता। हमारे भाई ग्राज हमको नेक सलाह देते हैं मगर मैं उनसे मा की हैसियत से कहूंगी कि नेक सलाह ऐसी नहीं होती। भूख हड़तालें खेलकूद की बातों में नहीं होनी चाहिये, उसमें तो एक गम्भीरता होती है। हमको इस बात पर गम्भीरता से विचार करना है। मैं ज्यादा न कह कर इतना ही कहूंगी कि रिपोर्ट का इन्तिजार कीजिये। देश के कामों में इतनी उजलत नहीं होनी चाहिये। रिपोर्ट आयेगी, उसे देखिये और फिर कहिये कि दोष किस का है।

मैं चाहती हूँ कि पटाखे बनाने वालों पर पाबन्दी न लगायी जाये जब तक कि रिपोर्ट न आ जाये। मैं कहूंगी कि पटाखे बनाना बन्द न किया जाये क्योंकि जो गरीब आदमी इस काम में लगे हुए हैं उनको हमें जिन्दा रखना है, खत्म नहीं करना है। हमें अपने मुल्क में रोशनी और पटाखों की जरूरत है। हम मुहरंभी मुल्क नहीं बनाना चाहते। हमको हर तरफ रोना पीटना पसन्द नहीं है। इस लिये मैं मिनिस्टर साहब से कहूंगी कि जब जांच हो जाये तो वह उसके बारे में हाउस को बतलायें। और मैं यह भी कहूंगी कि जो ग्राज ये बातें हो रही हैं उन पर सरकार ध्यान न दे और भूख हड़ताल की तरफ ख्याल भी न करे।

Shri Nath Pai (Rajapur): I do not think I have anything very special to say, but I have been listening very carefully to the speeches of the day on this matter, rather these tragic accidents, and I have also not felt very happy about the tone. My effort will be to strike a slightly different note as regards this discussion.

This particular matter has been precipitated by the simple fact that within a very short period of time, the nation has had to witness three tragic accidents of this kind. An

accident, the law defines, is something which reasonable care and foresight cannot prevent. I will not be wanting to speak with a view to demanding revenge on somebody nor wanting punishment either self-imposed or imposed from outside by anybody. I would like to make an appeal that we should try to look at this question from a broader point of view. This is a common thing or a common sad experience in our country. A few days back, a very touching letter appeared in the columns, of *The Times of India* in which a lady drew attention to the pretty regularly occurring accidents on the crossings of the rivers. It is immaterial what particular Ministry is responsible for these tragic happenings. We today had a discussion of an air accident and this is the third item we are dealing with today. I am reminded of an accident when 700 lives were lost in Bombay when *Ramdas* was sunk. I am mentioning this because in all branches of life in this country human life has lost its value and one wonders whether something cannot be done about it. I am not desirous of or interested in making an indictment against anybody in particular

Mr. Speaker: So far as this matter is concerned, has he got any constructive suggestions?

Shri Nath Pai: That is what I am coming to.

Mr. Speaker: He is going on saying something in general. What is the point?

Shri Nath Pai: I am coming to that: As I have made clear in the beginning, the point is that accidents are becoming common—be it an air accident, a railway accident or a river accident—and in each case the point that should engage our attention is whether reasonable degree of care had been taken to prevent an accident.

I am not so much interested in striking an indictment against the Railway Minister or the Minister of Explosives. It has now been fairly established that it was the product of

one particular manufacture who, they say, has been mainly responsible for bringing about the chain of these fatal accidents in the country. It has already been made out that perhaps we could isolate the products of this particular manufacturer and the other manufacturers could be let go. I would like to point out in this connection that this is a reasonable proposal and all the manufacturers, perhaps, cannot be victimised for the failure of one.

My plea, particularly to the Railway Minister, is this, and one member has already referred to it: we are afraid that the staff and the administration as a whole is not made conscious of one thing, and that is that utmost care has got to be taken, especially when human lives are involved. Here I repeat my first suggestion that I am not interested in striking an indictment against his particular Ministry because in his Ministry the series of fatal accidents are very very often and time after time it has been established that a little more care would have, perhaps, avoided the accident in Bombay and a little more care on the part of the porters in handling would, perhaps, have avoided this tragedy in another place. And all these accidents and tragedies have occurred, not in the store room but in the railway siding.

So, my constructive proposal is that all the Ministries concerned should make it imperative on the part of their staff to understand that far more costly than the goods they handle is the human material with which they are always in contact. If this point is given sufficient attention, as some other countries have done, perhaps this tragedy could be avoided.

I would plead for an overall approach to the whole problem of accidents in the country. They cannot be looked into in isolation, as happening in this Ministry or that Ministry. There is in this country a general fatalistic attitude and indiffer-

ence and it is they that very often bring about these tragedies. We have been told that had one bridge been tested a bit earlier, the accident would not have taken place, that if the central signalling system had been in order, the accident would not have taken place and had the handling of explosives not been rough, perhaps, the accident would not have taken place. May be. But it is the general consciousness which will have to be emphasised everywhere and if that is done, perhaps, these accidents could be avoided.

Shri Jagjivan Ram: It is a matter of deep regret and concern that three accidents of this nature have taken place and valuable lives had been lost and several people were seriously injured and affected. On such occasions one cannot but feel sorry. It is not a question of apportioning blame to anybody but it is determining the causes and the remedies to remove those causes. Whenever an accident takes place and when human life is lost, that is a cause for concern, anxiety and sorrow.

Regarding the transport of explosives, explosives have been divided into several classes by the Inspector of Explosive under the Explosives Act. There are different classes of explosives. Some are more effective. They have been classified into No. 1, 2, 3, 4, like that. Fireworks come under class 7 of the explosives. Then, fireworks have been further divided into two divisions—division 1 and division 2.

So far as the precautions to be taken in the handling and transport of the explosives by the railways or other means of conveyance—here we are concerned only with railways—there is not much distinction between other explosives and fireworks. When I was going through this Act and also the regulations made by the Railways under Red Tariff, I was wondering whether it was not desirable to make certain distinction between these two classes of explosives, classes 1 to 6 and class 7, which is fireworks. I

[Shri Jagjivan Ram]

cannot say anything definitely at this stage, but that is a question to be examined in consultation with the Department of Explosives and experts.

Even among fireworks, there are some fireworks for which licences are necessary from the Inspector of Explosives or the Department of Explosives and there are others for which licences are not necessary. But, in both these cases, when the consignor goes to consign some fireworks whether of the licensed category or of the unlicensed category, he has to certify and he has to give a certificate in a prescribed form to the station master or railway officer concerned that this firework does not come under the licensed category and he has been exempted from that. He has further to certify that the packing of the fireworks have been done according to the specifications laid down by the Inspector of Explosives. You will imagine how difficult it is for the Railway department to look into the packings. In some cases of explosions, there are to be two packings, the internal packing and external packing. It has to be certified by the party concerned, because, in the railway, we cannot open that and see whether it has been properly packed and properly secured or not. I mention this as it is relevant to the issue.

Then, for transportation, detailed rules have been laid down. Certain categories of fireworks and other fireworks should not be loaded in the same wagon. Wagons for the transportation of explosives are different; they are not the usual wagons. It is further laid down that they should be handled in such a way and they should be stored in such a way and they should be unloaded at a particular platform, at a particular goods shed. All these detailed instructions and regulations have been laid down in the Red Tariff. I do not propose to take the time of the House in quoting them. They are available and my hon. friend Shri S. V. Ramaswami gave some of them in detail.

The enquiries have not yet been finalised in all these cases of explosions. I do not want to say, I am not in a position to categorically say, that in all these cases, all the regulations laid down to be observed by the Railways have been properly observed. Because, I am not in a position to say that categorically at the present stage till the final reports of the enquiries are available. But, there are certain obvious difficulties. I am not talking in relation to these three accidents, while going through the regulations in the Red Tariff. I found that some of the regulations are not only difficult and impracticable, but even impossible to observe, where a small station on the railways is concerned. Therefore, I have asked the Railway Board either to set up a small committee or detail some officer to go into this question of revising the Red Tariff. I find it is so complicated and so many rules are laid down there that I wonder whether it is possible for an Assistant Station Master or a parcel or goods clerk to master all the implications of the Red Tariff. Therefore, I feel that it is perhaps desirable to simplify it as far as possible, and I am immediately detailing one officer on special duty to revise it.

Again, on questions of fact, I do not propose to say much, though I have got certain information in my possession, because I do not want to vitiate the results of the enquiry in any way. Shri Feroze Gandhi enquired whether these wagons were overloaded or not. I have got the information that so far as the weights of fireworks in the wagons is concerned they were below the prescribed weight of 10,000 lbs. per wagon.

As regards handling, that is loading and unloading, it is necessary that the persons who do it are experienced ones.

Shri S. V. Ramaswami: But is it not a fact that at Katpadi one wagon was overloaded to the extent of 133.33 maunds instead of the proper weight of 76 maunds?

Shri Feroze Gandhi: We will wait for the enquiry report.

Shri Jagjivan Ram: Even clerks were involved in the accident and they lost their lives. So, it is not easy to presume that they were negligent in their work. One can say so perhaps about coolies who are not educated or literate, but we cannot presume that the persons who know that if they are in any way negligent they may be the first victims of an accident, will be knowingly negligent of their duties.

I have ascertained from the stations concerned the length of service of the persons who were engaged in this work of loading and unloading at Asansol and Katpadi, and I have got the information. At Asansol the Tranship clerk who dealt with the wagon had a service of seven years. In the transhipment shed the length of service of the other persons engaged on the wagon was from $1\frac{1}{2}$ to 10 years.

Similarly, at Katpadi the length of service of the persons who were doing the loading and unloading work was from six years to 13 years, and in the transhipment shed it was from half a year to 31 years; there was one person who had been there only for the last 15 days before the accident took place though his length of service was six years.

Again, I am not drawing any inference from this. This is a piece of information which I wanted to mention to the House.

Shri S. V. Ramaswami: It is not a question of experience. Your own report says that it is due to careless handling.

Shri Jagjivan Ram: It is said that experienced people should be detailed to do this work. So I have given this information. Whatever is there in the report of the enquiry is there. I am not contradicting that. I am only giving this information. What was the percentage of the chemical in the amorces, what is the safe margin,

what is the margin which will be regarded as explosive, whether it should be 70 grains per 1000 caps or 204 grains per 1000 caps, whether 140 grains is a safe margin or 204 grains is a safe margin—all this is not within my competence to decide. It is for the technical people to decide, though in these cases the railways also have the regulation that certain categories of fire-works can be transported along with other categories during the period July-March. Perhaps after March, when the temperature is high, there is every likelihood of these fire-works easily exploding.

What should be the safe margin will have to be decided by the Department of Explosives. It is not the intention that the transportation of fire-works should be discontinued by the railways for all times. When these accidents took place and when there was some reason to believe that some of the amorces used had higher percentage or quantity of the chemical than was authorised—though there is no licensing for that—it is clear that the Department of Explosives is exercising a certain control over that—fire works were frozen. Also in one of the samples of Chinese crackers, it was found that potassium chloride has been used. So unless it is finally established by chemical tests that apart from amorces, in other fire-works also unauthorised chemical has been used by any of the parties, it will not be safe to release the stocks and packages of the fire-works where they have been secured either at the goods sheds or in wagons. As soon as the Department of Explosives has come to the final conclusions as regards the constituents of the different categories of fire-works and then certified that the chemicals used in them are only authorised chemicals in authorised proportion and not unauthorised ones, we will have no objection in restoring transportation of the fire-works.

I may repeat that we have no intention of stopping the transportation of the fire-works.

Shri Thann Pillai: How long will it take?

Shri Jagjivan Ram: That depends..

Shri Feroze Gandhi: On the Explosives Ministry.

Shri Jagjivan Ram: ...on the Department of Explosives. It should be expedited and final conclusion arrived at as quickly as possible.

Sivakasi and areas nearabout form a very large centre for the manufacture of fire-works, though there are other centres like Poona or Bombay or even Calcutta where some fire-works are manufactured. I find that the major portion of the requirement of the country is met by Sivakasi, Trichur and places near about. It is a roaring trade, no doubt. I find that nearly Rs. 50 lakhs worth of fire-works are on the different railways either in wagons or in sheds.

As soon as we get clearance from the Department of Explosives, we will resume the work of transportation.

Mr. Speaker: Does the hon. Minister mean that when some portions of the goods have been declared as not explosives, they would be released?

Shri Jagjivan Ram: Yes

Mr. Speaker: Or they have to wait till all the goods are declared non-explosive?

Shri Jagjivan Ram: That again will depend upon the Department of Explosives.

Mr. Speaker: Whose is that Department?

Shri Feroze Gandhi: The explosive Minister is sitting here, Sir.

Mr. Speaker: I think it is reasonable that as and when things are examined and found not bad, they may be released.

Shri Jagjivan Ram: That again, Sir, will be as soon as they say.

Shri Ramaswami put that question about some of the caps which have

been taken delivery of by the consignees being taken back or recovered from the shopkeepers. That, perhaps, might have been the instruction of the Home Ministry to the State Governments that as these amorces have been found to contain a higher proportion of the explosive, it will not be safe to entrust children with the caps. That was the reason why, perhaps, the Home Ministry have taken this action and asked the State Governments to take this precaution. I think that was necessary once it has been found that these caps did contain a higher percentage of the chemical.

I have not much to say. Whenever such accidents take place, everybody is sorry for that. Human life is impossible to replace. I do not know what is the theory of atonement. Perhaps, it is more for those who believe in birth and rebirth, who believe in the theories of gradations in the human species and perhaps, also it is for those types of people who go on advertising any action which they might indulge in, not for self-purification but for self-aggrandisement.

Shri Jagdish Awasthi: It is only on that side.

Shri Jagjivan Ram: We Congressmen do not believe in such tactics. And, if at any time, we do take any action for self-purification, we approach that in a prayerful mood. We believe that is not an action to be advertised. And, if it is not an action to be advertised, there is no occasion for imprisonment and there is no occasion to be afraid of that.

Again, I say that we will take all the action that is humanly possible. I say, 'humanly possible', because human elements are susceptible to failures also in spite of best precautions. I cannot be so bold as to assure the House that in future there will be no accident. I can only say this much that we will take all the precautions that are humanly possible in

the circumstances and with the human material that we have got, to see, to exert and to endeavour to avoid the recurrence of such accidents.

Again, I will repeat that I am not here to apportion the blame between the Department of Explosives or the manufacturers of the fire-works or the railways. It may be, as I have said, that the railways might have failed at certain points in observing all the regulations that have been laid down in the Red Tariff. But, as I have said, I am not in a position categorically to say whether the railways have observed or the manufacturers have observed all the regulations laid down by the Department of Explosives or by the railway de-

partment itself for the transportation, loading and unloading and handling of explosive materials.

Shri Awasthi: The enquiry at Asansol has been finished.

Shri Jagjivan Ram: Again, Sir, I express my deep regret for the accidents and I assure the House that we will take all possible precautions in the matter.

Mr. Speaker: The House will now stand adjourned till 11 a.m. tomorrow.

18.40 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 12th September, 1957.
