

would be too many for our few jails, and made to build roads, since it would be difficult to provide other labour for them."

"Since there have been no arrest of such persons, it is clear that either there were no such unauthorised persons or if there were any, they must have cleared out of East Pakistan as a salutary result of my statement", he said, and remarked: "Both conclusions are to be welcomed".

I do not wish to add any comments to the various statements made by the Prime Minister of Pakistan, but in regard to the movement of persons from India into East Pakistan and from East Pakistan into India, such movement is not barred provided the persons carry appropriate travel documents. The so-called operation 'Closed Door' conducted in East Pakistan-Indian border is an intensive anti-smuggling drive conducted by the Pakistan authorities and is not meant to be a sealing of borders between India and East Pakistan. The Government of India have received reports that the Pakistan border police and the Pakistan Army who are operating on the India-East Pakistan border in connection with this anti-smuggling drive have, in some cases, been responsible for border incidents involving trespass into Indian territory, kidnapping and harassment of Indian nationals, forcible removal of property belonging to Indians and to some extent disorganising the border trade arrangements between East Pakistan and India.

These incidents have been taken up with the Pakistan authorities both at the level of the State and Central Governments. We have also lodged a general protest about these incidents and asked the Pakistan Government to apprehend and punish those responsible for the incidents and to issue clear instructions to the Pakistan police and Pakistan Army personnel operating on the border not to harass

those engaged in border trade in pursuance of the Indo-Pakistan agreement in this matter.

Raja Mahendra Pratap (Mathura): May I say a word? I have just returned from Pakistan, and my impression is....

Mr. Speaker: Order, order. The hon. Member cannot make a statement.

STATEMENT RE: RAILWAY ACCIDENTS

The Minister of Railways (Shri Jagjivan Ram): During the course of the last session, the Speaker suggested and I agreed that a statement should be made in the House on every major accident. In respect of those occurring when the House was not in session, this should be done on the opening day of the session. Accordingly, I rise to make a statement on two such accidents which unfortunately occurred in the month of January this year.

One of these took place at Mohri station near Ambala on the Northern Railway, in which No. 45 Up Delhi-Pathankot Janta Express while running through the station collided with the stationary No. 2 DU Down Ambala Delhi Passenger already standing on the loop line of the station, at about 4.16 hours on 1st January, 1958. As a result of the collision, the engines of both the trains derailed and capsized and two bogies next to each of the two engines were smashed. I am pained to mention that this accident took rather a heavy toll of 36 lives including three injured persons having succumbed to their injuries subsequently, one in the Military Hospital and two in the Civil Hospital at Ambala. 94 more persons were injured, the injuries of 37 of them having been grievous. 68 injured persons have since been discharged from the various hospitals. Of the remaining 26 injured persons, as on date, 12 are receiving medical attention in the Military Hospital at Ambala, 3 in the Civil and 2 in the Railway Hospital at Ambala, 3 in the

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Railway Hospital, Saharanpur, 2 in the Military Hospital, Delhi Cantonment, 3 in the Railway Hospital, Delhi, and 1 in the V. J. Hospital, Amritsar. All these injured persons are reported to be progressing satisfactorily.

The approximate cost of damage to railway property was Rs. 3,49,300, i.e. engines Rs. 2,00,000, rolling-stock Rs. 1,45,000, permanent way Rs. 4,200, and signalling and interlocking Rs. 100.

Immediately after the accident, the injured persons were rendered first aid by the guards and the station staff. Some doctors and passengers conversant with the method of rendering first aid travelling by the trains also assisted them. Six private doctors from Ambala also reached the site at about six o' clock and assisted them. The relief trains were rushed from Ambala Cantonment and Delhi, and the injured persons after having been rendered first aid were taken to Civil, Military and Railway Hospitals at Ambala. A number of military doctors from Ambala rendered valuable assistance in relief and rescue operations. The residents of the nearby villages also did commendable service by supplying to the passengers of the ill-fated trains hot tea and milk, free of cost. The General Manager, Northern Railway, accompanied by some of the Heads of Departments rushed to Mohri station by road and saw the injured persons there. The Deputy Minister of Railways and the Member (Staff), Railway Board also visited the site the same morning. Later, I along with the Member. (Transportation), Railway Board went to Mohri and saw the injured persons in the hospitals. Shri Hans Raj Khanna, District Judge, Ambala, has been appointed as Claims Commissioner to deal with all claims for compensation arising out of this accident.

As the House is, perhaps, already aware, an enquiry into the accident is being held by a Commission of Enquiry, with Justice B. N. Nigam, ICS, of the Allahabad High Court as its

Chairman, and Shri Feroze Gandhi, M. P. and Shri J. N. Nanda, Retired General Manager of the Indian Railways, as members. The report of the Commission is awaited.

The other accident which was also a collision between two passenger trains took place at Narasimhapura station on the east coast section of the South-Eastern Railway at about 21.37 hours on 23rd January, 1958. In this case, No. 10 Down Hyderabad-Howrah Janta Express collided with No. 48 Up Puri-Hyderabad Passenger which had already been admitted on the main line of Narasimhapura station. As a result of the collision, 3 lady passengers travelling in a third class ladies compartment on No. 48 Up Passenger were killed and 20 other persons including the engine crew of 48 Up received injuries, the injuries of 4 of them being grievous. The cost of damage to the railway property is estimated to be of the order of Rs. 12,000.

The injured persons were rendered first aid at Narasimhapura station by the guards of the two trains and the station staff available there at the time of the accident. Some of them were given further medical attention by the railway doctors who arrived at the site from Palasa. Of the 20 injured persons, 12 including the 4 grievously hurt were taken to Berhampur Hospital on ambulance vans and were admitted there. 3 of them were subsequently removed to Kharagpur hospital. Out of the 9 under treatment in Berhampur hospital, 7 had been discharged by 27th January, 1958, and the remaining 2 are reported to be progressing satisfactorily. The 3 injured admitted in Kharagpur hospital are also improving satisfactorily.

Narasimhapura is situated between Chatrapur and Jagannathapur stations on the east coast main line of the South-Eastern Railway. It is a 'B' class non-interlocked station with an outer and a home signal at either end. The loop line is the platform line. This station had been opened as a

two-line crossing station only on and from 26th October, 1957, to divide the long block section of about eight miles.

A statutory enquiry into the accident has been held by the Government Inspector of Railways, Calcutta, and he has submitted his preliminary report on 28th January, 1958. His final report is awaited. According to the Government Inspector's provisional finding, the collision was caused by the failure of human element on the part of the assistant station master and the pointsman on duty at Narasimhapura station. Both of them have been placed under suspension.

These accidents have caused all of us a serious concern. I summoned a special conference of all the eight General Managers of Indian Railways on 28th January, 1958, and had with them a detailed discussion with free exchange of views for taking effective measures for prevention of accidents. A special drive is being undertaken on all the Railways to intensify outdoor supervision on line and in workshops to check up the rules for safe working and their observance by staff and also to impress upon them their responsibility for minimising the incidence of accidents. Additional officers and inspectors are also being appointed for the purpose. The matter was further discussed in detail at the meeting of the Operating Heads at Delhi on 29th January, 1958.

Shri T. K. Chaudhuri (Berhampore): rose.

Mr Speaker: Usually, no questions are asked.

Shri T. K. Chaudhuri: It is not any question on this, but a matter related to this.

Mr. Speaker: No. If the matter is related to this, he should give notice of that other matter. Hon. Members know definitely that we have been adopting this practice that nothing other than what appears on the Order Paper shall be brought up here. Any hon. Member cannot get up, unless there is some disorder in the House, in

which case it is open to him to raise it. Otherwise, previous intimation shall be given to me, and then I will allow or will not allow. There is no harm if the hon. Member writes to me, I will look into it today, and then, if it is necessary, I will bring it up tomorrow.

Shri Tangamani (Madurai): Copies of the statement may be made available to us.

Mr. Speaker: Copies will be available to such Members as want them.

Some Hon. Members: To all Members.

Mr. Speaker: Very well. Copies of the statement would be circulated.

STATEMENT RE. PROPOSED STRIKE BY DELHI TEACHERS

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): The House will recall that the Delhi State Teachers' Association threatened in July 1957 to go on a 'chalk down' strike for four days with effect from the 20th August, 1957, and in that connection, I made a statement on the 13th August, 1957, on the floor of the House detailing the various demands of the Teachers' Association and the action taken thereon. The demands of the Teachers' Association have been looked into carefully and wherever it was found possible, Government have accepted them. A couple of cases are, however, still under consideration.

I may briefly recall that whereas only 23 teachers were permanent in Government schools on 1-2-1957, about 2,000 teachers have been made permanent by this time, which was one of the main demands of the teachers. My Ministry went to the extent of issuing a directive to the Delhi Administration to recall some of the local bodies' school teachers who had been retired, in order to give them the benefit of superannuation.

A deputation of the Association met me on the 12th December, 1957, and I explained to them the Government's