

SHRI RAM AWADHESH SINGH : No. no. Special Mentions first (Interruptions)

उपसभाध्यक्ष (श्रीमती सुषमा स्वराज) : मुझे सचिवालय ने जानकारी दी है कि सुबह भोजनवक्ताश में पहले यह तय हुआ था, राम अवधेश जी, आपने जो स्पेशल मेशन के बारे में कहा है, तो यह तय हुआ था कि लिमिटेड विजनेस पहले लिया जाएगा, स्पेशल मेशन बाद में और लिमिटेड विजनेस में स्टेटमेंट आफ मिनिस्टर लिमिटेड है इसलिए वह पहले लिया जाएगा और उसके बाद में स्पेशल मेशन होगा।

श्री राम अवधेश सिंह : यह होगा या नहीं होगा ?

उपसभाध्यक्ष (श्रीमती सुषमा स्वराज) : होगा। मैं बैठने के लिए तैयार हूँ, आप बैठना चाहें तो।

श्री राम अवधेश सिंह : स्पेशल मेशन रोज करी आकर हो रहा है।

SHRI MENTAY PADMANABHAM : Madam, may I make a submission ? It appears there is yet another accident today.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-HKARJUN): I am talking about that also.

SHRI MENTAY PADMANABHAM: Does the Minister's statement include this accident also ?

उपसभाध्यक्ष (श्रीमती सुषमा स्वराज) : एक मिनट, मैं सूचना दे दूँ। यह एक पत्र आया है मंत्री जी की तरफ से जिसमें कहा गया है कि वे दोनों दुर्घटनाओं के बारे में एक ज्वाइंट स्टेटमेंट, एक संयुक्त बयान देने वाले हैं। तो रेल मंत्री जी अपना वक्तव्य दें।

STATEMENT BY MINISTER

Derailement of 7022 Dakshin Express and 2624 Nav Jeevan Express on South Central Railway

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): It will be recalled that in deference to the wishes of some of the Members, Shri Jaffer Sharifji had proposed to apprise the House yesterday about the derailment of 7022 Dakshin Express on the Balharshah-Kazipet Section of South Central Railway on 6-5-1992, but due to other unavoidable Parliamentary business, he had been permitted by the Chair to make the statement today. It is now with a deep sense of grief that I inform the House of another unfortunate accident involving 2642 Navjeevan Express which occurred on the same Balharshah-Kazipet Section early today.

As regards 7022 Dakshin Express derailment, at about 3.40 hours on 6-5-1992 while 7022 Nizamuddin-Hyderabad Dakshin Express with a load of 19 coaches was on run between Uppal and Hasan-pitti Road sections on the Balharshah-Kazipet Broad Gauge Double Line Section on the Secunderabad Division of South Central Railway, 15 coaches marshalled 4th to 15th from train engine derailed at km. 348/20. Mocking the Docon Main line only. As a consequence, 11 passengers sustained minor injuries. The injured passengers were rendered medical aid at the site and then proceeded on their onward journey. Although the cause of this accident will be established only after the detailed inquiry. I must mention the fact that according to officials who attended the accident site, there was evidence that pointed to the possibility of the derailment having occurred due to sabotage. The State Police officials have also not ruled out this possibility. However, a broken rail piece which was found displaced at the accident site, has been sent for chemical examination to the Forensic Laboratory in Secunderabad. The forensic report is awaited.

[Shri Mallikarjim]

The suspicion that the derailment of 7022 Dakshin Express is the handiwork of saboteurs, has been strengthened by the much more unfortunate accident involving 2642 Navjeevan Express today which occurred very near the location of the earlier derailment. At about 00.05 hours while 2642 Madras-Ahmedabad Navjeevan Express, with a load of 18 coaches was on run between Hasanpatti Road and Uppal stations on the Kazipet-Balhashah Section, the first 10 coaches next to the train engine derailed of which two capsized, blocking both up and down main lines. As a results, 4 passengers lost their lives and 26 others were injured of whom 6 sustained grievous injuries.

Immediately, on receipt of information about the accident, the medical relief van from Kazipet with doctors and divisional officers were rushed to the site. The General Manager, South Central Railway alongwith the Heads of Departments and the Commissioner of Railway Safety, South Central Circle also went to site to supervise rescue and relief operations. Local top civil and police officials also attended the accident site.

The Member Traffic and Member Mechanical, Railway Board have also rushed to the site.

The injured are being treated in the Mahatma Gandhi Memorial Hospital at Warangal.

Ex-gratia payment to the next of kin of the dead and to the injured is being arranged. This will be in addition to the compensation payable under the Railway Accidents Compensation Rules, 1990. The amount of compensation payable in case of death and injuries which deprive a person of all capacity to do any work is Rs. 2 lakhs. For other injuries, the amount varies from Rs. 16,000 to Rs. 1,80,060.

There is very clear evidence at the accident site that this tragic accident has occurred due to blowing up of the track under the moving train through use of an explosive device. I have issued instructions to step up the track patrolling on this section.

Shri Jaffer Shariefji, all Railway workers and I extend our heartfelt condolences to the relatives of the persons who lost their lives in this tragic accident and sincere sympathies to the injured.

I trust the House will join me in extending heartfelt condolences to the bereaved families.

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAT) : Now clarifications-

SHRI MOTURU HANUMANTHA RAO (Andhra Pradesh): Madam Vice-Chairman, it is shocking to hear every few days that a railway accident has taken place on the South Central Railway particularly. I am sorry that our hon. Minister, Mr. Mallikarjun, who comes from Andhra Pradesh, has to face this music. This is not an isolated incident. I cannot be quite sure, but these two might be due to some sabotage. Put a series of accidents have taken place in the last six months, and almost 20 or 21 accidents have taken place since this Ministry has assumed office.

So, why are these things happening ? The South Central Railway was found to be one of the best run zones in the country. In this area such accidents have taken place repeatedly and so many deaths have taken place. Perhaps all put together the number is 50 or more than that. Why these things are happening on the South Central Railway in such a short time ? This is my question. The Hon. Minister, instead of giving an isolated explanation for these latest accidents has to review the whole thing. The Railway Ministry has to take every railway accident as a serious warning to them. They have not been so alert up till now. I myself, while speaking on the Railway Budget, brought to the notice of the Railway Ministry as well as this House that accidents had taken place in December and January. Like that they have been taking place repeatedly. So many Expresses. have derailed. Coromandel Express had derailed, Kerala Express had derailed, Tirupati Express had derailed and Simhadri Express was about to derail, The latest is the case of the Navjeevan Express and the Dakshin Express. So, people are

afraid of getting into the trains. If repeatedly such accidents occur, how can they be sure of their own journey and their own lives ? So, it is a very serious thing. It is not due to sabotage alone. The rails have been broken. I brought it to the notice of the Railway Ministry last time itself, when I was speaking on the Railway Budget. The rails were found to be broken. There is something wrong with the forgoing of the rails themselves. They are either-- worn out or there is something mechanically wrong there. Simhadri Express was to face such a calamity, but for the alertness and courage of a youth who seeing the rails apart rushed and brought his own red shirt and sat there on the rails and warned the driver of the danger. So, miraculously some hundreds of lives were saved. Rivetment of the rails had yielded smashed. It was not due to sabotage at all. One running train Narsapur Express dashed against a wagon coach. It was not sabotage. *So, not* only the Railway Ministry but the entire Government should take it seriously and see how things are happening. I demand that a judicial inquiry be appointed not on this alone, but on all the accidents that have taken place in the last six months. I hope that the Minister would come forward and explain how many accidents and casualties, particularly on the South-Central Railway have taken place since he assumed office. This is a thing to be clarified by the Minister. I hope the House would demand a judicial inquiry into all these accidents and the Government has to oblige.

SHRI JOHN F. FERNANDES (Goa): Such statements are common in this House and there are no attempts by the Government to take precautionary measures to prevent such accidents. Off and on statements made in the form of obituary references giving condolences to the victims and inquiry commissions are appointed. The hon. Minister comes with a statement when accidents occur, but when the inquiry committee reports are given, this Parliamentary forum, the Lok Sabha and the Rajya Sabha, are kept in the dark. I think the Government should be directed by the Chair that whenever there are inquiries,

findings of those inquiries should be placed before the House so that the Members can know and pinpoint the difficulties in the system. Madam, here the blame seems to have been pushed on to the People's War Group because that terrorist group is active in that area. But we forget to find whether the railway lines are maintained properly. May I know from the hon. Minister as to when these railway tracks were replaced I was talking to some of my colleagues from Andhra Pradesh here and they informed me that those railway tracks were laid by the British and there was no attempt to replace them and to repair them when they are worn out. The very fact that there are repeated accidents taking place on this sector goes to prove that all is not well in that area and also as far as the maintenance of track is concerned.

The Minister in his statement has not stated categorically that an enquiry has been ordered; instead the Minister has merely mentioned that a detailed enquiry is going on. I would request the hon. Minister not to order a judicial enquiry because when a judicial enquiry is constituted, the report is delayed for months and years. Therefore, there should be an autonomous enquiry committee or a statutory committee outside the Railway Ministry. If an enquiry committee is constituted within the Railway Ministry, then, you will not get natural justice. There will be an element of bias because it is their own department. Even if there is a fault on the part of any employees, naturally, there will be an attempt to protect them. May I know from the Minister whether he proposes to order an enquiry consisting of a statutory body instead of a judicial enquiry committee ? As you know, Madam, a judicial enquiry is a time-consuming affair. The hon. Minister should devise a system whereby a body can be constituted under a statute and a report is submitted within one month or within a fortnight.

Madam, though the Indian Railways is the second largest in the world, its equipment has become obsolete. The world is advancing in this field. We are marching into the 21st century. In the Western countries there are electronic devices where

[Shri John F. Fernandes]

the driver of a train is warned about an impending accident. May I know from the hon. Minister whether any attempts have been made to import these devices and to install them in our railways so that the drivers are warned and precious lives are saved? That is all I would like to say.

SHRI KAPIL VERMA (Uttar Pradesh): Madam Vice-Chairman, it is rather very strange and tragic that the two accidents should have taken place within such a short span of time. The statement mentions one accident took place at 3.40 hours on 6-5-1992 and the other at 00.05 hours today. When the first accident took place and the derailment took place, what did the Railway authorities do after that accident? What precautionary measures did they take after that accident? It is very strange that within such a short time another accident took place. The Minister must order an enquiry into the accidents and whosoever is responsible for it must be strongly dealt with it. What precautions have they taken after that accident? May I know from the Minister whether the patrolling party was strengthened and whether any guards were posted there? What was happening there?

Secondly, the Minister mentions in his statement about some explosive devices and all that. Probably he is hinting at Naxalites. This Naxalite group has not surfaced overnight. They must have been there for months and years. Everybody knows that, that area is infested with certain terrorist groups. May I know from the Minister what precautionary measures the Railway authorities have taken in advance before these two accidents occurred? We wake up only after accidents. What precautions were they taking to guard the line? Obviously the railway lines, the telephone lines and things of that kind are supposed to be the primary targets of any terrorist group attack. When they are killing so many people, then, this has become a very soft target. May I know from the Minister what kind of advance action has been taken by the Railways to guard those lines? It is indeed strange that the second accident took place on the same line. So there must be something terribly wrong. If these accidents occurred due to a sabotage, then,

this is a gross negligence on the part of the Railways for which they must be punished.

I also want to know how much time the Railway authorities took to reach medical help to injured people. Were they rushed to the hospitals? What happened really in the same area, many accidents took place earlier also. And inquiries would have been held in the earlier years also. So, in the particular circumstances of the case, I want to know firstly what has been done on the basis of those inquiry reports. What actions were taken?

Secondly, on the inquiry aspect of it, I think that a high-level inquiry is called for; not a judicial commission of inquiry because it will take a very long time. One way of postponing something is to institute a judicial inquiry. I want a time-bound inquiry by very impartial people. The result should come quickly and it should apply all over India because all kinds of accidents are taking place. I do not know whether they will escalate or get reduced. In any case, we must be prepared for it. I also very strongly demand a high-level inquiry. In what form it should be, the Minister must be able to tell us.

SHRI MENTAY PADMANABHAM (Andhra Pradesh): Madam, this is really a very unfortunate event. The first accident took place in the early hours of the 6th morning and we came to know of it that evening. And until we raised it in the House the next morning, the Railway Minister did not choose to inform the Members of this House of this terrible accident. Madam, I am told that the practice, rather the convention, of this House is that whenever there is an accident when the Session is on, it is the customary duty of the Railway Minister to come and make a statement about the accident. But, in this particular case, the Railway Minister did not choose to do so. He did not even mention this until we raised this issue in this House. This shows the callousness of the Railway Ministry towards accidents, particularly accidents that are taking place in the South Central Railway. It might be that they are so accustomed to the rate

of accidents because accidents are happening in such quick succession. Because of their frequency, even the Railway Ministry has become callous. It has become almost a habit with them. Madam, the Railway Minister should have made this statement yesterday. But because of some other work, he could not make it. I warned him, "If your statement is postponed for tomorrow, I think you will be getting one more accident".

SHRI MALLIKARJUN : That means you are in the knowledge of it.

SHRI MENTAY PADMANABHAM' I am not in the knowledge of it. That is the experience ever since this Government came into existence, ever since Mr. Jaffer Sharief became the Railway Minister.

Madam, it is most unfortunate, as said by my other colleagues also, that there were a number of accidents during the last six months. This, to my knowledge, is the 16th accident in the South Central Railway. I wanted to procure this data from the Library. But even the Library people could not give the number of accidents that had taken place during this period. But I want to know from the hon. Minister whether he had ordered any inquiry into the earlier accidents. He is saying that this accident as well as the previous accidents, is due to sabotage. May be he is right : may be he is wrong. But, as far as the statement goes, he is not quite sure that this accident, the accident on the 6th, is due to any sabotage. There is a suspicion. That is what he says. And his suspicion is reinforced by the local police. We know the type of advice the local police give in these matters. They will simply try to hush it up and try to protect some people who are actually responsible for accidents of this kind. Things of this kind are happening in the Railway Ministry. All of us know that. So, I would like to know from the Minister whether he had instituted any inquiry into the previous accidents. What are the findings of that enquiry ? What follow-up action had been taken by the Railway Ministry to prevent further accidents ? It was my fond hope if they had taken prompt and timely action to prevent

further accidents, there would not have been so many accidents in the South Central Railway. If one very ghastly accident of Tirumala Express about which my senior colleague, Mr. Hanumantha Rao, mentioned, the number of people killed was more than 45 but it was shown less. The impression among the people is that the Railway officials deliberately suppress the number of killings. Even with regard to this particular accident, my information is that the number of people killed is more than 20 whereas the Minister says, it is only four. In the initial text, he says, it is three. Then he corrected himself and said, it is four. I would like to know whether he has any channel with the local railway people to get the information immediately. I know his limitations. He is also not in a position to get information from the local railway people.

There is another aspect. The accident took place on 6th at 3 o'clock in the morning. The relief reached from Secunderabad to the place of accident at 7 PM. It takes hardly three or four hours for a special train to reach the place of accident. Why have the Railway people taken so much time to rush relief to the victims ? With regard to the second accident, the Railway Minister said that the relief had already been provided. I am doubtful about it. A colleague of mine, who is a Lok Sabha Member, who comes from the same area, was telling me that the relief was not there and the people who had been injured, were undergoing terrible sufferings.-

Another thing is, a number of accidents take place. I would like to know whether any of these accidents are referred to the Statutory Committee for being investigated into. Did the Railway Ministry refer any of these accidents to the Statutory Investigating Committee? If so, have they gone into it and have they identified the causes for the accidents ? What preventive action had been taken by the Railway Ministry to ward off any more accidents ? I would like to know whether the Investigating Committee had suo motu taken any decision to enquire into any of these previous accidents.

[Shri Mentay Padmanabham]

There is one more point The Railway Ministry had been headed by a very great man is Public life for example Lal Bahadur Shastri name comes to my mind whenever I hear about an accident. He resigned owing moral responsibility for railway accident. After so many accidents in one zone I leave it to the Ministry and to their of morality to decide it. I do not know whether they will continue in office or they will own moral responsibility and get out.

श्रीमती सत्या बहिन (उत्तर प्रदेश) :
माननीय उपसभाध्यक्ष महोदय, यह बड़े दुख और चिंता की बात है कि दो दिनों के अंतराल में ही ये दो रेल दुर्घटनाएँ हुई हैं। (व्यवधान) .. एक तो 6 तारीख को हुई है और दूसरी 8 तारीख को हुई है।

यह बहुत दुख और चिंता की बात है। इस तरह की दुर्घटनाएँ जब होती हैं तो रेल यात्री बड़े चिंतित हो जाते हैं। नागरिकों को सोचना पड़ता है कि किस तरह से रेल यात्रा करनी है और रेलों से जाना है या नहीं है। संदर्भ एक्सप्रेस जो दुर्घटनाग्रस्त हुई उसमें 15 सवारी डिब्बे पटरी से उतर गये और 11 आदमियों को मामूली चोटें आईं। उन चोटों का उपचार करने के बाद उनको वहाँ से छुट्टी दे दी गई तथा उन्होंने अपनी यात्रा शुरू की। मैं यह जानना चाहती हूँ कि दोबारा वही पटरी चालू हो गई या नहीं? उन यात्रियों को किस तरह से भेजा गया? क्या सड़क के द्वारा भेजा गया या रेल के द्वारा भेजने की व्यवस्था की गई?

दूसरी दुर्घटना हुई जिसमें तीन आदमी मरे और 27 घायल हुए। मैं माननीय मंत्री जी से पूछना चाहती हूँ कि उन मृतकों तथा जो गम्भीर-रूप से घायल हुए उनकी पहचान कर ली गई है, उनके परिवारजनों को सूचना पहुँच गई है या नहीं? इस बक्तव्य में कुछ स्पष्ट नहीं बताया गया है। एक और बात मैं माननीय मंत्री जी से कहना चाहूँगी। मैंने आज एक दैनिक समाचार

पत्र में देखा था। एक छोटी सी न्यूज निकली थी जिसमें यह लिखा था कि भुज्जफरपुर नगर के पास रेलवे क्रासिंग फाटक खुला हुआ था, खतीली से एक बारात ले जा रही बस उस रेल फाटक से टकरा गई। यह सन्देह कि इसमें मृतकों की संख्या एक दर्जन से ज्यादा हो सकती है। मैं यह चाहती हूँ कि मंत्रीजी जानकारी प्राप्त कर से इसका पूरा विवरण दें। मैं भी जानना चाहूँगी कि क्या उनको इसके बारे में कोई अधिकृत सूचना प्राप्त हुई है या नहीं? क्या इस प्रकार की कोई दुर्घटना हुई है? यदि हुई है तो रेलवे फाटकों पर होने वाली ऐसी दुर्घटनाओं को आसानी से रोका जा सकता है, इस विषय में क्या कार्यवाही की जा रही है? एक एक बात मैं यह जानना चाहती हूँ कि रेल दुर्घटनाएँ जब दोनों हुई हैं, जिनके बारे में बक्तव्य में उल्लेख किया गया है, इनकी जांच आप उच्च स्तर के अधिकारियों द्वारा करवायेंगे, इसकी रिपोर्ट कब तक आ जाएगी, दोनों ही दुर्घटनाओं में जैसे कि संकेत भी किया गया है तोड़-फोड़ की विस्फोटक सामग्री का इस्तेमाल कर के रेल की पटरियों को उखाड़ा गया है, मैं यह जानना चाहती हूँ कि इसके बारे में जांच बैठा दी गई है या नहीं तथा यह जांच कब तक पूरी हो जाएगी? यही मेरे स्पष्टीकरण हैं जो पूछना चाहती हूँ।

डा० रस्ताकर पाण्डेय (उत्तर प्रदेश) :
माननीय उपसभाध्यक्ष महोदय, काजीपेट और बहारशाह के बीच में जो निजामुद्दीन-हैदराबाद दक्षिण एक्सप्रेस दुर्घटनाग्रस्त हुई है उसमें 11 घायल भी हुए, मरहम पट्टी कर के विदा कर दिया। फिर तुरंत कुछ ही घंटों के बाद नरजीवन एक्सप्रेस का दुर्घटनाग्रस्त होना, उसमें चार यात्रियों का काल के गाल में चले जाना और 26 यात्रियों का घायल होना, गम्भीर चिन्ता की बात है। चिन्ता की बात तो यह है तो दुर्घटना होगी ही, चिन्ता की बात इसलिए है कि अभी पिछले सप्ताह मैं वाराणसी में था। 30 अप्रैल या पहली मई को वहाँ के अखबारों में एक हेडिंग

था कि रेल कर्मचारियों की बुद्धिमत्ता और तत्परता से एक ट्रेन उलटते उलटते बची। उसका कारण यह था कि विस्फोटक सामग्री पटरियों पर रखी गई थी मुगलसराय और मिर्जापुर स्टेशन के बीच में। इसकी सूचना पता नहीं मंत्री महोदय के पास आई है या नहीं। यह क्षेत्र जो है काजीपेट हनुमकोंडा, वारांगल, यह सब प्रधानमंत्री जी का क्षेत्र है। वे वारांगल के पिछली बार चुनाव भी लड़े थे। उनकी जन्म भूमि भी वहीं आस-पास है। उसको मुझे देखने का मौका भी मिला है। अभी दिल्ली में एक्सीडेंट हुए, होटलों में बम विस्फोट हुए हों या बसों में हुए हों या कहीं कालोमीज में हुए हों, उसमें एक विशेष प्रकार के स्विच पकड़े गये। कुछ रशियन मेड थे कुछ खालिस्तानियों द्वारा प्रयोग में लाये गये स्विच थे यह एक तरह का चैलेंज था कि पटरी पर गाड़ियां गिर जाएं तो सिद्ध कर दिया जाए कि प्रधान मंत्री के क्षेत्र में इतनी बड़ी दुर्घटना हुई। दां दो दुर्घटनाओं का होना एक पूरी साजिश है। इसमें सतर्कता विभाग आपका जो कुछ कर रहा है वह तो अच्छा ही कर रहा होगा। लेकिन यह जो नयी प्रवृत्ति दुर्घटनाओं में चली है बम एक्सप्लोजन्स की इसके लिए क्या कोई विशेष दस्ता आप बनाने जा रहे हैं? नहीं बनाया है तो क्यों नहीं बनाया है? एक दुर्घटना अगर बम विस्फोट से किसी ट्रेन की हो गयी तो फिर जैसे आतंकवादी हर जगह मिल रहे हैं, खाड़बू, दिल्ली में आकर मार कर रहे हैं फिर हर जगह यह चीज शुरू हो जाएगी इसको आप रोक नहीं पायेंगे (संभव की घंटी) इसलिए इसमें विशेष ध्यान देने की जरूरत है और जो विदेशी ताकतें प्रविष्ट कर रही हैं अपने देश में तथा तोड़फोड़ बम एक्सप्लोजन्स और प्रक्षेपणों की लांचिंग ये सब कर रही हैं इसको रोकने की जरूरत है। भारत सरकार की जो सबसे बड़ी इंडस्ट्रीज है, जो उत्पादन के स्थान हैं उन पर भी ध्यान देने की जरूरत है। कहीं वहाँ पर बम ब्लास्टिंग न शुरू हो जाए और आपके यंत्र तथा कारखाने न उड़ा दिये जाएं। इसलिए मैं आपसे जानना चाहता हूँ कि आपने क्या कोई

स्पेशल फोर्स इस काम के लिए बनाई है? इसमें रेलवे बिजिलेंस से नहीं बल्कि सेंट्रल बिजिलेंस के कोऑपरेशन से गम्भीरता से बम एक्सप्लोजन्स की घटनाओं के लिए जो आतंकवादियों द्वारा रेलवे विभाग में या रेलवे की पटरियों पर पूरी कोशिश की गयी क्या उनकी रिपोर्ट आपके पास है कि कहां कहां इस तरह हुआ जिसमें बाहरी ताकतों का भी हाथ है और क्या इसकी जानकारी सदन को देंगे और उसके निराकरण के लिए आपने नया उपाय किये हैं, यह मैं आपसे जानना चाहता हूँ।

श्री राम अब्दुल्ला सिंह (बिहार) : उपसभाध्यक्ष महोदय, यह बयान ग्राम तौर से जैसे और बयान दिये जाते हैं, दुर्घटना हो गयी पुलिस पहुंच गयी, रिलीफ आपरेशन गाड़ी पहुंच गयी, इतना इज्जाना दे दिया गया, इस तरह का है, उससे अलग यह बयान नहीं है जबकि इस बयान से हमारी अपेक्षा थी की यह कुछ भिन्न तरह का बयान होगा क्योंकि एक ही ट्रेक पर 45 घंटे के अंदर दो बड़ी दुर्घटनाएं हो गयी है। यह भी कि संदेह नहीं है, अपने अंतिम पैराग्राफ में इस बयान में मंत्री महोदय जी ने कहा है कि -

"There is very clear evidence at the accident site that this tragic accident has occurred due to blowing up of the track under the moving tram through use of an explosive device."

तो यह बात साफ सरकार मानती है कि उसको विश्वास है। उसके बाद भी बयान वही स्टोरियों टाइप? जब एक ही ट्रेक पर एक ही इलाके में अगल-अगल दो घटनाएं 45 घंटे के अंदर घटती हैं तो इसका कुछ मतलब है और उसके लिए उसी तरह से सावधानी से, सतर्कता से आगे देखू दृष्टि रखकर बयान दिया जाना चाहिए था। यह बगल झांकू दृष्टि या पीछे देखू दृष्टि से बयान तैयार किया गया है जैसी कि सरकार की आदत है। मैं यह जानना चाहता हूँ कि क्या सरकार ने इस बारे में कमीशन की है जानने की कि इन दुर्घटनाओं के इलाके में क्या कोई स्थानीय गांव

[श्री राम अवधेश सिंह]

को लेकर कोई एजीडेशन तो नहीं चल रहा था जिससे लोग अपना गुस्सा सार्वजनिक सम्पत्ति पर दिखाना चाहते थे या क्या यह भी संभव है कि आतंकवादियों का हाथ हो।

इस इलाके में यह बतायें कि आतंकवादी भी सक्रिय हैं या क्या यह भी संभव है कि कभी-कभी एक अफसर को नीचा दिखाने के लिए दूसरा अफसर भी उसके इलाके में कुछ तोड़-फोड़ की कार्यवाही करता है, ताकि वह डिमारे-लाईज हो। यह होता है। ऐसे काम बहुत से सेबोटाज के होते हैं। केवल एक्सीडेंट ही नहीं होता कई तरह की घटनाएँ होती हैं, जाल का, फरेब की सूठी तोहमते लगाने की (व्यवधान) शायद आपको इसका अनुभव नहीं है। मैं कुछ अनुभव के आधार पर कह रहा हूँ कि ऐसी घटनाएँ होती हैं, कराई जाती हैं। तो उस दृष्टि से भी (व्यवधान)

श्रीमती सत्या बहिन : आपको कैसे मालूम (व्यवधान)

उपसभाध्यक्ष (श्रीमती सुषमा स्वराज) : सत्या बहिन, आप उन्हें स्पष्टीकरण पूछ लेते दीजिए। इन व्यर्थ की बातों में ज्यादा समय जाता है।

श्री राम अवधेश सिंह : मैं जानना चाहता हूँ कि क्या सरकार आगे कोई कदम उठा रही है कि जितने रेल ट्रैक हैं, उसकी रक्षा के लिए कोई विशेष दस्ता उसमें नियुक्त करेगा, एरिया-एरिया बांट कर, और क्या सरकार कोई ऐसा खुफिया विभाग खोलना चाहती है, जो हर इलाके में इस बात की जानकारी प्राप्त करती रहे कि इस इलाके में कोई आतंकवादी ताकत या और कोई डिसरप्टिव फोर्स सक्रिय तो नहीं हैं, क्योंकि जब तक इन्फर्मेशन इकट्ठा करने के तौर-तरीके से आपके पास नहीं आएगा, तब तक आप उसमें इतना सफल नहीं हो सकते? इसलिए खुफिया दस्ता भी इस पर्पज के लिए (समय की घंटी) और जो ट्रैक की रक्षा के लिए,

रेलवे लाइन की सुरक्षा के लिए जरूरी है, क्या उसको बनाने के लिए सरकार सोच रही है?

श्री राम नरेश यादव (उत्तर प्रदेश) : महोदय, यह जो वक्तव्य आया है और दो ट्रेन्स में जिस तरह से दुर्घटना कराई गई, उसके संबंध में जो वक्तव्य आया है, उस वक्तव्य को पढ़ने के पश्चात वैसे तो यह घटना भी दुर्भाग्यपूर्ण है। कितने लोग मरे, कितने घायल हुए यह तो अपनी जगह पर प्रश्न है ही, लेकिन एक जो प्रश्न है, वह बहुत ही चिंतनीय, दुःखद और दयनीय है और वह यह है कि एक ही डिवीजन में काजीपटी-बल्हारगाह और दूसरी हसनपरती रोड और उप्पल दो डिवीजन और दो स्टेशनों के बीच और थोड़े समय के अंतराल पर, कई दिन बीते भी नहीं और इस तरह से एक जगह पर, एक ही खंड पर, एक रेलवे लाइन पर, एक ही ट्रैक पर एक के बाद दूसरी दुर्घटना जिस तरह से घटी, यह सचमुच मेक-इस घात का द्योतक है कि कहीं न कहीं कोई लापरवाही रही है, या असावधानी मैं कह सकता हूँ, रही है, क्योंकि यह बात अपनी जगह पर सही है।

मैं मंत्री महोदय से जानना चाहता हूँ कि वह क्षेत्र बहुत ही जहाँ तक मुझे जानकारी है कि नक्सलवाद से प्रभावित रहा है और आज भी है। तो अब वहाँ पर नक्सलवाद के आधार पर पिछले दिनों की हिंसा की गति-विधियाँ तेज रहीं, लोग सड़कों पर आकर के लोगों के साथ हिंसक वातावरण पैदा कर रहे थे, ऐसी स्थिति में और वहाँ पर इसके पहली भी घटनाएँ हुई थीं। ऐसी स्थिति में मैं कहना चाहता हूँ कि सरकार ने रेलवे विभाग ने यह समझते हुए कि यहाँ पर आतंकवाद, नक्सलवादियों की गतिविधियाँ तेज हैं, क्यों नहीं विशेष ध्यान देकर क्योंकि संरक्षण तथा सुरक्षा की बात तो बहुत आती है। तो अगर सुरक्षा की बात आती है, तो रेलवे की विश्वसनीयता भी बहुत जरूरी है।

वर्ल्ड का दूसरे नम्बर का यह इतना बड़ा संगठन है और ऐसे संगठन में जहाँ पर इस तरह की बात

हुई है, मैं मंत्री महोदय से जानना चाहता हूँ कि वहाँ पर बढ़ती हुई नक्सलवादी प्रवृत्तियों को देखते हुए, आपने कोई कदम रेलवे ट्रैक की सुरक्षा के लिए उठाये थे कि नहीं उठाये थे ? अगर नहीं उठाया था तो क्यों नहीं ? दूसरा प्रश्न खड़ा होता है, एक जो घटना हो गई 7022 दक्षिणी एक्सप्रेस की, उस घटना के बाद भी रेलवे विभाग के अधिकारी, बड़े-बड़े अधिकारी मुझे लग रहा है कि सोते रहे जब मैं कहता हूँ तो उस पीछे यह है कि यह घटना घटी, हाउस में आद भी इस तरह की बात आई, लेकिन उसके बाद भी क्यों नहीं गश्त उस लाइन पर तेज की गई और नहीं तेज की गई सुरक्षात्मक व्यवस्था नहीं की गई । निर्देश क्यों नहीं जारी किए गए, इसकी जिम्मेदारी किसके ऊपर है ? क्योंकि उसके बाद जो घटना घटी है उनमें और भी लोग मारे गए, घायल हुए, इसलिए मैं इस संबंध में जानना चाहता हूँ कि उस घटना के बाद क्यों नहीं तेजी के साथ उस ट्रैक के लिए सुरक्षात्मक व्यवस्था का प्रबन्ध किया गया ? तीसरी बात जानना चाहता हूँ कि आपने यह कहा है कि इसमें कुछ विस्फोटक सामग्री मिली है और जो फॉरेंसिक रिपोर्ट के लिए भेज दी गई, ठीक है, प्रतीक्षा की जा रही है, आएगी । लेकिन एक बात जरूर पैदा होती है अभी भी जो मेरे मन में शंका पैदा हो रही है उस घटना की जो घट गई लेकिन इसके बाद भी, क्योंकि यहाँ पर उस ट्रैक की इस तरह की स्थिति है और वहाँ की पूरी रेलवे की सुरक्षा की व्याख्या के लिये, लेकिन बहुत ही आवश्यक है, एक तो वसों की स्थिति हो जाती है सारी बातें हैं, कैसे-कैसे घटनाएं घटती है, इसलिए इसको ध्यान में रखते हुए रेलवे विभाग क्या कोई अलग से एक सुरक्षात्मक व्यवस्था के लिए किसी फोर्स का गठन करेगी क्योंकि इनके पास शक्ति है नहीं । कहां तक क्या करेंगे । इसलिए इस बात को ध्यान में रखते हुए कोई अलग से फोर्स का गठन करेंगे या नहीं करेंगे, ताकि इस तरह की घटनाएं न हो सकें ? उसके बाद से फिर इस ट्रैक की रक्षा करने के लिए और क्या विशेष

कदम उठाए गए हैं, वह भी हम माननीय मंत्री जी से जानना चाहते हैं ?

आखिरी सवाल यह है कि घटना घट गई, लोग मरे, सब लोगों की सहानुभूति है, पूरे बदन की और पूरे विभाग की, मंत्री जी ने स्वयं ही अपने वक्तव्य में स्पष्ट किया है । मैं यह जानना चाहता हूँ कि इस तरह से घटनाएं हो जाती हैं, कमेडियां बैठ जाती हैं, बैठने के बाद उस पर क्या कार्यवाही होती है ? तो मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या इस घटना की जांच में जुडीशियल इन्क्वायरी की मांग नहीं करता, इसलिए कि यह बात सही है कि बहुत समय लग जाता है और फिर होते-होते दो-तीन साल के बाद रिपोर्ट आती है और रददी की टोकरी में चली जाती है । (व्यवधान) ... इसलिए ऐसी स्थिति में कोई उच्च स्तरी, बहुत उच्च स्तरीय अधिकार प्राप्त कमेटी से जांच, समय-यह ऐसा नहीं है कि छोड़ दी जाए, तीन महीने के अन्दर जैसे कम से कम दो महीने के अन्दर, दो तीन महीने के अन्दर रिपोर्ट आनी चाहिए और ऐसा उनके खिलाफ भी हो सकता है कि कहीं अधिकारियों की लापरवाही जो इस बीच में हुई है, उनके खिलाफ भी वह भी संदेह के घेरे में पड़े हैं, क्योंकि उन्होंने .. (व्यवधान) .. घटना के बाद क्यों नहीं किया, इसलिए ऐसे अधिकारियों के खिलाफ भी जो संदेह के घेरे में आ रहे हैं, आप क्या कार्यवाही करने का विचार रखते हैं, यह मैं जानना चाहता हूँ ?

श्री विश्वराम बख्शराव जाधव (महाराष्ट्र) : उपसभाध्यक्ष महोदय, यह जो एक्सीडेंट हुआ है बल्हारशाह-काजीपेट संकशन में तो यह बल्हारशाह महाराष्ट्र में हैं और काजीपेट आन्ध्र-प्रदेश में हैं और यह बल्हारशाह, यहाँ मेरे मित्र नरेश पुगलिया बैठे हैं, उनके गांव से बहुत नजदीक है ।

श्री नरेश पुगलिया (महाराष्ट्र) : यह हमारे डिस्ट्रिक्ट में ही है ।

श्री विठ्ठलराव माधवराव जाधव : डिस्ट्रिक्ट में ही है, तो यह जो साउथ-सेंट्रल रेलवे की हम सारे जो लोग है साउथ-सेंट्रल रेलवे जोन में रहते हैं। मि० पदमनाभम या डा० शिवाजी, कुछ महाराष्ट्र और आन्ध्र के लोग, यह जो एक्सीडेंट हुआ है और थोड़ी देर में उसी क्षेत्र में दूसरा एक्सीडेंट हुआ है, उपमहाध्यक्ष महोदया, शायद कुछ लोग को मालूम नहीं होगा (व्यवधान) मुझे मालूम है कि इस क्षेत्र में आन्ध्र के कुछ डिस्ट्रिक्ट्स ऐसे हैं और महाराष्ट्र के दो जिले हैं जहां नक्सलाइट्स का राज चलता है। अभी महाराष्ट्र में कंट्रोल किया है चंद्रपुर और भंडारा डिस्ट्रिक्ट में महाराष्ट्र सरकार ने, मगर आन्ध्र प्रदेश में पूरी तरह से कंट्रोल नहीं हो पाया है। इनमें बिल्कुल दो राए नहीं, मंत्री जी भी जानते हैं और हम भी जानते हैं कि सारी कार्यवाही जो कर रहे हैं यह नक्सलाइट्स ओपन चैलेज देकर करते हैं। कोई ऐसी बात नहीं है कि किसी ने सैबोटाज किया है, यह बात नहीं है। जो मंत्री जी ने कहा है- यह सैबोटाज किया। उनका ओपन चैलेज है। गवर्नमेंट आफ इंडिया को उनका वहां राज चल रहा है। जब उनका सम्मेलन होता है तो उनके सम्मेलन में लाखों लोग जाते हैं। लेकिन सरकार कुछ नहीं कर पाती है।

उपमहाध्यक्ष महोदया, दूसरी बात यह है कि यह जो दूसरा एक्सीडेंट हुआ, यह पहले वाले के नजदीक हुआ, वहीं हुआ। मैं जानना चाहता हूं मंत्री महोदय से, कि पहला एक्सीडेंट और दूसरा एक्सीडेंट इनमें कितनी दूरी का अंतर है? पहला एक्सीडेंट कब कहां हुआ और दूसरा एक्सीडेंट कितने किलोमीटर पर हुआ? क्या पहले के बहुत नजदीक हुआ या वहीं हुआ? यह जानना बहुत जरूरी है क्योंकि साऊथ सेंट्रल रेलवे के जो रेल-कर्मचारी हैं, अफसर हैं, इतने लापरवाह हैं, मैं जानता हूं अच्छी तरह से। हमारे यहां एक ब्रोडगेज वनी मनमाड से औरंगाबाद और वह साऊथ सेंट्रल में आती है। पहले हमें बंबई के लिए आठ घंटे लगते थे औरंगाबाद से, लेकिन

ब्रोडगेज बनने के बाद साढ़े बारह घंटे लग रहे हैं। जब मैंने पूछा-यह क्यों है? तो वहां के आफीसर ने बताया कि साऊथ सेंट्रल रेलवे और सेंट्रल रेलवे के रेल कर्मचारियों में आपस में कोई कोर्डिनेशन नहीं है। लाईन क्रॉस करते-करते माड़ी दो-दो घंटे रुकती है। मैंने रेलवे मंत्री जी को एक लेटर दिया था टाइम-टेबुल के बारे में। सारा हैदराबाद से लेकर मनमाड तक 400 किलोमीटर एरिया में जाने के लिए सारे प्रवासी आंध्रप्रदेश के और महाराष्ट्र के सफर कर रहे हैं, मगर न रेलमंत्री कुछ देखते हैं, न कोई आफीसर कुछ देखते हैं और न वहां कोई कोर्डिनेशन है।

महोदया, मैं मंत्री जी से अनुरोध करता हूं कि जो प्रश्न है उस क्षेत्र के, जब हम आते हैं उन प्रश्नों के संबंध में और जब उन्हें बताते हैं तो उन पर एक्शन होना बहुत जरूरी है। पहले प्रश्नों के संबंध में और जब उन्हें बताते हैं तो उन पर एक्शन होना बहुत जरूरी है। पहले हमारे रेल मंत्री जी के कहा था-पहले सेफ्टी, उसके बाद पंक्चुरलिटी और मिक्चोरिटी, ऐसा नारा दिया था। लेकिन य मिक्चोरिटी है, न कोई सेफ्टी है और न कोई पंक्चुरलिटी है बल्कि दो-दो, चार-चार घंटे गाड़ियां लेट चलती हैं। उस साऊथ सेंट्रल रेलवे में मंत्री जी अगर मेरे साथ आने की कृपा करेंगे तो मैं उनको बताऊंगा, प्रादीलाबाद से गाड़ी जो जाती है पूर्णा में, उन गाड़ी में कोई टिकट नहीं खरीदता। सारे रेल कर्मचारी, टी.टी., स्टेशन मास्टर सब मिलकर पैसा जमा करते हैं और खा जाते हैं। गाड़ी में वहां भारे जंगल से लकड़ी आती है, पैसजर्स को अन्दर घुसने नहीं देते हैं और वे लोग दादागिरी करते हैं, मगर सरकार और रेलवे डिपार्टमेंट को बहुत कम्प्लेंट करने के बावजूद भी कुछ नहीं होता है। (समय की घंटी) अगर ऐसा चलेगा तो कुछ इम्प्रूवमेंट होने वाला नहीं है।

उपमहाध्यक्ष महोदया, मैं मंत्री महोदय से यह जानना चाहूंगा कि एक डिवीजन से दूसरे

डिबीजन तक कोर्डिनेशन स्थापित करने के लिए
 ग्राम करने जा रहे हैं ? क्या मैं सरकार से जान
 सकता हूँ कि ट्रेन एक्सीडेंट में किडनी गाड़ियों
 केन्सिल करनी पड़ी ? और, जो गाड़ी केन्सिल हुई,
 उससे सरकार को कितने रुपये का मुकसान
 हुआ ? उसके बाद, ट्रेन की क्या पोजीशन है ?
 क्योंकि जिस साऊथ सेंट्रल पर यह एक्सीडेंट
 हुआ, वहाँ दक्षिण-एक्सप्रेस चलती है-सिकन्दराबाद
 से निज़ामुद्दीन तक, दिल्ली तक जाती है और
 यह साऊथ की एक प्रिस्टिजियस ट्रेन है। अगर
 उस ट्रेन पर मेन्टीनेन्स अच्छा नहीं होता तो भी
 एक्सीडेंट हो सकता है।

उसके बाद उपसभाध्यक्ष महोदया, मैं मंत्री
 जी से यह जानना चाहता हूँ, आपके माध्यम
 से, कि यह जो एक्सीडेंट हुआ है उसके बाद सरकार
 क्या करने जा रही है ? साऊथ सेंट्रल रेलवे की
 वर्किंग में क्या सुधार करने जा रही है और रेल
 ग्लग-ग्लग डिबीजनों में क्या कोर्डिनेशन करने
 जा रही है ? रेलवे का जो कारोबार है, उसको
 सुधारने जा रही है ?

इस क्लेरिफिकेशन के साथ ही मैं अपनी बात
 समाप्त करता हूँ। धन्यवाद।

SHRI H. HANUMANTHAPPA (Karna-
 taka) : Madam, after all these Members have
 spoken, I only want to put just a few pointed
 questions to the Minister. The distance
 between the site of the first accident and that
 of the second accident is not known and this
 statement is silent on it and it says only, "very
 near". I am told that it is around 20 kms. If the
 first incident is an accident, I charge that the
 second is by negligence if the distance is only
 20 kms. I would like the Minister to verify
 from the records, from the officers, and find
 out what action has been taken after the first
 accident took place. There is a gap of nearly
 20 hours. What are the instructions passed
 through the Down Line in case it was thought
 to be an incident of sabotage ? If this is not a
 sabotage, but an open challenge, as Mr.
 Jadhav says, which is ruling in that area, then,
 what is the precaution taken by the Railways ?
 Are

the Railways aware of it or not? Or, did only
 the local people report it to the Railway people
 ? Did they in turn report it to the higher
 authorities? If they were

aware of this, what precau-6.00
 P.M. tionary measures have they.

taken? What are the instru-tions
 sent down the line about the precautions to be
 taken due to possible sabotage ? Have the
 Railways made any special arrangements to
 take care of this infested area, whether
 Naxalite infested or terrorist infested, in order
 to infuse confidence in the passengers?

Secondly, patrolling has now been arranged,
 according to the Minister. But there was a
 system in the Railways when there used to be
 a walker. I would like to know whether this
 walker system was in existence in that area.
 When did the walker pass through ? What is
 the report ? How many hours passed ? Are you
 still continuing the system, or in your anxiety
 to show economy you are also reducing the
 staff? I read in the Press the other day that the
 Railways are also reducing the staff. But, Mr.
 Minister do not do so at the cost of the lives of
 railway passengers. Do not try to get a
 certificate from the Finance Minister or the
 Prime Minister that you have saved so much—
 by removing so many people but not killing so
 many people. So if you want to have economy,
 there are various departments which are
 spending money. You can cut short there, but
 not where safety is involved. Sir, the Andhra
 friends have said that there are repeated
 accidents on the South Central Railway. This
 has to be looked into very seriously. The
 person in charge should be held up. What are
 the actions taken. If it is a Naxalite infested
 area, that is a different matter. But if it is
 accident infested, it would get a very bad
 name. It will be a black mark on the Railways,
 particularly the South Central Railway, if it is
 accident infested. Mr. Mentay Padmanabham
 said that you do not depend on the local police
 because they are not giving proper
 information. With this information, are you
 going to strengthen your Railway Protection
 Force as you call it ? We have no objection.
 They do not have certain powers. You may

[Shri H. Hanumanthappa] have to change certain rules or Acts. You give them ample powers to control these things, without depending upon the local police.

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ): Shri Ranjit Singh.

श्री रणजीत सिंह (हरियाणा) : माननीय उपसभाध्यक्ष महोदय, मैं यह समझता हूँ कि यह बहुत चिंताजनक बात है कि बहुत थोड़े समय में दक्षिणी एक्सप्रेस और नवजीवन एक्सप्रेस, इन दो गाड़ियों का बहुत थोड़े अंतराल में एक्सीडेंट हुआ है और जैसा कि स्टेटमेंट में है, आनरेबल मिनिस्टर साहब ने दी है कि बहुत से लोग इसमें मारे गए और जखमी हुए। जो-जो हुआ, वह सब इसमें लिखा है और माननीय दूसरे साथियों ने भी कुछ सुझाव दिए हैं, जो स्पष्टीकरण मांगे हैं, मेरे भी उनसे कुछ अलग स्पष्टीकरण नहीं है। मैं ज्यादा समय न देते हुए केवल दो-तीन रेलिवेंट बातें ही आपसे कहूँगा कि एक ही समय में दो एक्सीडेंट होते हैं तो हमारे मन में कुछ शंकाएं उत्पन्न होती हैं कि आतंकवाद हो सकता है या कुछ दूसरे तत्व हो सकते हैं, लेकिन इस बात से भी इन्कार नहीं करेंगे कि रेलवे कर्मचारी भी कहीं इसमें नहीं। तो जब मंत्री जी इन्कवायरी कराएँ तो इस बात को भी देखें। दूसरा जो यह कहा गया है कि एक रेलवे पीस मिला है जिसे रासायनिक परीक्षण के लिए सिकन्दराबाद स्थित फोरेंसिक लेबोरेटरी में भेजा गया है। अंतिम पैरा में मंत्री जी ने यह भी "There is very clear evidence at the accident site that this tragic accident has occurred due to blowing up of the track under the moving train through use of an explosive device."

तो उसमें उपसभाध्यक्ष महोदय, आपसे यह कहना है क्योंकि पहली जो घटना हुई है उसको आज तीसरा रोज हो रहा है। जब तत्काल कोई दूसरी ऐसी बात हो तो मैं नहीं समझता कि अगर भारत सरकार रुचि ले तो लेबोरेटरी से

ऐसी रिपोर्ट तुरन्त ले सकती है। उसके जो प्रोसेस का तरीका है उसमें चार, छः या आठ घंटे हो सकते हैं लेकिन इसमें इतनी देरी नहीं होनी चाहिए। इसमें एक और सुझाव है कि यह जो एक्सीडेंट हुए हैं, इसके बाद ऐसी घटनाएं दोबारा न हों, तो इसमें हाई पावर कमेटी बनायी जाये। मैं यह भी सुझाऊँगा कि दोनों सदन के सभी पार्टियों के इसमें थोड़े सदस्य हों ताकि साईक्लोजिकल रेलवे डिपार्टमेंट पर और दूसरे लोगों पर एक इम्प्रेसन जाये कि जब भी इस तरह की कोई घटनाएं होती हैं तो सदन और रेलवे मिनिस्ट्री भारत सरकार वह इस संबंध में बहुत संजीदगी से फोरन रिपोर्ट लेती है। मैं समझता हूँ कि टीम अगर कोई जाती है तो कम से कम आयदा होने वाली घटनाएं इससे रोकी जा सकती हैं। मेरा मिनिस्टर साहब से सुझाव है। धन्यवाद।

DR. YELAMANCHILI SIVAJI (Andhra Pradesh): Madam, it appears to be a customary statement from the Minister. Whenever an accident takes place, it is customary to the Minister to issue a statement stating that such and such accident took place at such and such place, and medical vans and high officials have rushed to that place, an inquiry has been ordered, and ex-gratia is paid. And the Minister expresses heart-felt condolences. That is all. But it is still an accident. As my senior friend, Mr. Padmanabham mentioned, the South Central Railway refuses to learn any lesson from these accidents. Those who cannot remember the past and learn any lesson from the experience are condemned to repeat it. And it applies to the South Central Railway. In the South Central Railway, the slogan of the Railway, "less luggage, more comfort, make the travel a pleasure" has been replaced by the slogan, "less safety, more risk, rail travel is made dangerous." This is the slogan now going on in the South Central Railway.

SHRI H. HANUMANTHAPPA. You have coined it now.

DR. YELAMANCHILI SIVAJI: Not only the Railways, in Andhra Pradesh, both

the RTC bus travel and the rail travel be came very dangerous and risky. Day in and day out, the RTC buses are being attacked by dacoits and the gangsters on the highways. And there is a risk of life whenever one chooses to travel by train. As mentioned earlier, the track maintenance is very poor. And these two accidents may be due to sabotage. What about the other accidents like the Tirumala Express, the Narsapur Express that met with an accident at Pondugala, the Simhadri Express and others ? And there is repeated human failure, and there are more and more omissions and commissions that led to accidents. And precious little has been done by the South Central Railway to rectify the same. About a year and a half back, the Singareni Express was set on fire and more than 50 passengers were charred to death in the compartment. The Government ordered an inquiry. And I do not know, the facts of the inquiry, and no redressal steps have been taken to rectify the same. I would like to add in this regard that the Minister may consider to provide a job each to the families of those who have been killed in these accidents as well as the other accidents in the South Central Railway. It appears that the accidents have got a special predilection towards the Minister; since he hails from the South Central zone, more accidents may be taking place there. And it is not a warning, but I wish.....

SHRI MENTAY PADMANABHAM: What about the senior Minister ?

DR. YELAMANCHILI SIVAJI: That is how the senior Minister is now afraid to carve out a separate zone for Mysore.

So, I would like to advise the Minister to take it as a challenge and see that all these accidents are rectified and such things may not be repeated in the South Central Zone.

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ): Now the Minister will reply.

SHRI MALLIKARJUN: Madam, it is very unfortunate to hear about an accident

and that also within a short gap, almost at the same place, between Uppal and Hasanparti Road sections of Balharshah and Kazipet. It is quite painful that in spite of necessary safety measures having been taken, the occurrence of accidents still continues.

Hon. Member, Shri Hanumantha Rao, who spoke first, said that these accidents might be due to old and worn-out rails, and so on. Actually it is no so. There is a regular checking of the rails to find out whether there are any fractures on the rails and if any such thing is found, the rail is immediately replaced.

So far as the judicial inquiry is concerned, actually the inquiry which will be conducted into the second accident, would be through the Commissioner of Railway Safety, which is a statutory body who works under the Ministry of Civil Aviation and not under the Ministry of Railways. That is what hon. Padmanabhamji also wanted to ask.

SHRI MENTAY PADMANABHAM: I wanted to know whether any previous accident was referred to the Commissioner of Railway Safety and whether any report has been given, and what steps have been taken on that report.

SHRI MALLIKARJUN: Previous accidents have also been referred to them, and it depends upon whatever we communicate. But we tell them to submit their report as early as possible so that necessary action could be taken and if anybody from the Railways is involved, action can be taken against him.

in the first case, 15 bogeys were derailed and 11 passengers suffered minor injury. It is not correct to say that the medical relief van reached there at about 7 P.M. The hon. Member was mentioning.

SHRI MENTAY PADMANABHAM: It appeared in the press.

SHRI MALLIKARJUN: Actually, the accident took place at 3.40 and by 5 O' clock in the morning, medical team and

[Shri Mallikarjun]

doctors reached there, and later the Divisional Officer also reached there. In the first case, an inquiry has also been ordered by the Senior Divisional Officer and in the second accident where 4 deaths are reported, the Commissioner of Railway Safety will conduct the inquiry and submit a report.

There are certain valid points which have been made by some of the hon. Members with regard to measures we have taken in order to ensure safety. We have been taking the advantage of the technological advancement also to use auxiliary warning system, interlocking, panel locking, route relay system etc. Apart from that, the operational staff like drivers, stationmasters and others involved, are subject to regular checking and refresher training courses.

We go to the extent of checking them psychologically. Apart from this, we are really committed to see that the safety of passengers is ensured. It is of prime importance to us. For this purpose, we have constituted high-level multi-disciplinary teams in the Railway Board. These teams go to the various zonal railways and check up, how to reduce the accidents. As I said, it is of prime importance to us.

Some hon. Member asked whether the passengers were transported back immediately. By different trains, they have been taken. We have made whatever arrangements necessary; contracting their family members and other things. At any stage, anywhere, any negligence on the part of any railway official is there, Government will take action. We are not prepared to spare anybody. We are determined to take action. I would like to point out here that the railway employees have been facing challenging tasks. They have been successful in that. Of course, such accidents which occur cause a lot of agony to us. We will take necessary steps, as soon as possible, so that we avoid these accidents, to a great extent. I will certainly inform the House.

Madam, there is patrolling. The track is regularly being patrolled by key men. The track condition is always watched. Initial indications point to sabotage. But

sabotage has to be established by the enquiry committee. I hope, as early as possible, the enquiry committee will give its report. Then, we will take necessary action accordingly. Thank You.

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ): Mr. Hanumanthappa, you wanted to say something.

SHRI KAPIL VERMA : What preventive steps you took immediately after the first accident ? (*Interruptions*)

SHRI MENTAY PADMANABHAM: Madam, I would like to know from the hon. Minister, what are the reports of the enquiry commissions in the case of the previous accidents ? Has any follow-up action been taken by the South Central Railway to prevent the recurrence of such accidents ? Another thing is, I would like to know the total number of accidents that took place in the last five-six months on the South Central Railway. I am not able to get this information even from the Library. He must be knowing.

SHRI KAPIL VERMA: What preventive steps were taken after the first accident ? What action did you take ?

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ): Mr. Kapil Verma, you have already asked, Mr. Hanumanthappa.

SHRI H. HANUMANTHAPPA : Madam, the hon. Minister was kind enough to explain what steps they were taking to prevent such accidents. But today's accident which we are discussing is a different kind of accident. This is an unusual accident. Here, the message that should go from the hon. Minister, from the House, is: We are taking steps, special steps, in regard to the infested areas which have been identified. This is the message which should go from here. If these areas are terrorist-infested, is he in the know of things ? What special steps are being taken, or, are going to be taken, in relation to such areas to infuse confidence among the people ? It appears, this message

has no) come. If it is really a sabotage, what action will be taken ? This is the message which should go from here.

SHRI MALLIKARJUN: These areas are known to the State Government and also to the Centre. The Railway authorities are in touch with the State Government. As you know, law and order is the responsibility of the State Government. Naturally, in an area of this nature, we will get in touch with the State Government and, in co-ordination, adopt measures in order to avoid the recurrence of such accidents. (*Interruptions*)

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ) : This matter is over. We now take up Special Mentions.

SPECIAL MENTIONS

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ) : Now we take up special mentions. Shri Ram Awadhesh Singh not there. Shri Anantray Dave. Shri Ram-sinh Rathwa, Shri Krishan Lal Sharma, not there. Shri Ranjit Singh, Shrimati Mira Das, Shri Ramdas Agarwal, Shri Ashwani Kumar, not there. Now Shri V. M. Jadhav.

Demand for Declaration of 11 Maharashtra State Highways as National Highways

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Thank you Madam for giving me an opportunity to make a special mention.

SHRI MENTAY PADMANABHAM (Andhra Pradesh): Madam, if you take up special mentions today, only you will be in the Chair and the person to make the special mention will be in the House. All the Members are going away.

THE VICE-CHAIRMAN (SHRIMATI SUSHMA SWARAJ): I will request the hon. Members to wait only for ten minutes

more because there are only two Members present to make the special mention.

Yes, Shri Jadhav.

SHRI VITHALRAO MADHAVRAO JADHAV : Madam, my special mention is about declaration of National Highways in Maharashtra State with special reference to the Marathwada region. The State Government had forwarded to the Ministry of Surface Transport, Government of India, a proposal of 11 State Highways having a length of 4679 kms. for declaring them as National Highways as per Government letter No. 1082/CR-10 15/NH-I dated 30th July, 1985. The State Highways proposed for declaration as National Highways are included in Road Development Plan 1981-2001 of Maharashtra. In the Seventh Five Year Plan due to constraint of resources it could not be taken up; that is what the Government of India has informed the state Government on 20th March, 1990 and 3rd September, 1990. Hon. Public Works Minister and the Chief Minister of Maharashtra respectively had discussions with the Union Transport Minister and subsequently in July and August 1991 the Chief Minister of Maharashtra raised this issue with the Union Transport Minister for declaration of the State Highways as National Highways, and the Union Minister said that these will be included in the Eighth Five Year Plan. Later on, it was said that the Eighth Five Year Plan has not yet been finalised and at this stage it was not possible to declare them as National Highways.

Madam, this is with special reference to my region Marathwada. Out of a total length of 5,000 kms. we are having only 50 kms. Madam, our region is economically very backward but agriculturally it is a very potential region of the State. So, there are some important State Highways proposed to be declared as national Highways. One of them is Solapur-Osmanabad-Beed-Aurangabad-Dhule. It goes upto Vadodara. The length of this road is 642 kms. I would like to mention these roads because it should come on the record. The second is, Bombay-Ahmednagar,