

statement to be made by the Minister of State for Railways with regard to the accident. So we will request the Minister to make a statement.

(Interruptions).

SHRI JAGESH DESAI (Maharashtra): Sir, there are only two or three speakers left. (Interruptions).

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): No, there are five speakers.

STATEMENT BY MINISTER

Train accident to 3 Pathankot-Bajinath Passenger train between Jawanwala Shahr-Harsar Dehri on Pathankot-Joginder Nagar Narrow Gauge Section of Northern Railway on 7-12-1991.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Sir, It is with deep anguish that I apprise the House of the tragic accident to train No. 3 Pathankot-Bajinath Passenger at about 15.00 hours on 7-12-91 on the Pathankot-Joginder Nagar narrow gauge single line section of the Firozpur Division of Northern Railway. While this train with 6 coaches was on run between Jawanwala Shahr and Harsar Dehri stations, 2 coaches next to the train engine derailed and capsized at Km. 47/7-8. As a result of this derailment, 27 persons lost their lives and 73 passengers sustained injuries.

Immediately on receipt of information about the accident the medical relief van with Divisional Officers and doctors were rushed to the accident site from Pathankot. The Divisional Railway Manager/Firozpur also left for the site of the accident to supervise relief operations. Local Civil and Police Officials also atten-

ded the accident spot. The injured were admitted to the civil and military hospitals at Nurpur, Jawanwala Shahr and Pathankot. Military personnel also assisted in attending to injured passengers.

The Member Engineering, Railway Board along with General Manager, Northern Railway and Senior Officers also proceeded to the site of accident to oversee rescue and relief arrangements.

I proceeded by special airforce plane along with Member Traffic to the site of accident. I visited the injured in the hospitals and also inspected the accident site.

Ex-gratia payment to the next of kin of the dead and to the injured is being arranged.

The Commissioner of Railway Safety, Northern Circle, will be holding a statutory inquiry into this accident from 10.12.1991.

I am painfully conscious of the public misgivings about rail safety that are provoked by such unfortunate accidents. Every single accident is a matter of serious concern to me and all Railwaymen as it is to the general public. While I assure the House that the officials guilty of causing this accident through their negligence, will be severely punished, I crave your indulgence to view Railway performance in the proper perspective.

Indian Railways operate about 14,000 trains a day with a workforce of 1.6 million Railwaymen working round the clock in diverse conditions and with equipment of varying complexity. The failure of a single human or mechanical component of this gigantic network can cause an accident. This is the magnitude of the challenge confronting the Indian Railways.

In view of the recent criticism about Rail safety, I think it is necessary to quote certain key statistics

[Shri Mallikarjun]

which I do hope, will help allay the fears of the Honourable Members about the health of the system. In recent years, there has been a perceptible improvement in the safety record of the Indian Railways. From a level of 1130 train accidents in 1981-82, the number of accidents came down to 717 in 1985-86 and in 1990-91 the number of train accidents was 532, an all-time low. The incidence of train accidents per million train Kms, which is the true index of safety performance has improved from 2.2 in 1981-82 to 0.86 in 1990-91. In the current year also the improvement has been sustained, there having occurred 365 accidents from April to November 1991 against 371 accidents in the corresponding period of last year.

It is unfortunate that some major accidents in the recent past have eroded the credibility of the railways in the eyes of the public. I wish to assure the House that every effort will be made to improve the overall safety performance of the Railways. Vulnerable areas in the system will be identified and corrective action taken. No mercy will be shown to officers and staff who are guilty of indulging in unsafe practices.

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

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

DR. YELAMANCHILI SIVAJI (Andhra Pradesh): Sir, I am happy that in the written statement the hon. Minister has given certain statistics. Whenever an accident takes place, the Minister comes with a statement that he has visited the site, an ex-gratia payment is announced and all the guilty will be punished, but this time the Minister has

given certain figures stating that the number of accidents compared to last year was less. I am very much afraid that the difference of five or six may not be filled up in the remaining part of the year; I hope and pray to God that it may not occur. Sir, in Andhra Pradesh also, where from the hon. Minister hails, in the South Central Railway Zone several accidents took place. In one month five accidents took place and a number of people died. At every stage there is a human failure. I would like to know from the hon. Minister to check what steps are being taken the drivers and other loco staff from running the trains under the influence of alcohol. Are you taking any measures to prevent consumption of alcohol by the Railway staff while on duty so that it may not be the cause of error in several places?

The figures of *ex gratia* may be enhanced. The figures of *ex gratia* were fixed long back. Taking into consideration the rate of inflation and other aspects the figures of *ex gratia* may be enhanced. So, I would like to advise that the *ex gratia* may be enhanced. I would like to know from the hon. Minister what steps are being taken for modernisation so that these types of accidents may not recur and I would be very happy if the hon. Minister could supply the corresponding figures in other countries. What are the corresponding figures per million miles or per million kilometres or per train the number of accidents that are taking place in other developed countries as well as developing countries in our neighbourhood? I hope that the hon. Minister will furnish these details also.

DR. RAJA RAMANNA (Uttar Pradesh): Thank you, Mr. Vice-Chairman, for giving this chance to seek a few clarifications. It is with great sadness we hear about the railway accidents even in the year 1991. While we are all very sorry

to heart that many people have been killed and many people have been injured, I must say, it makes me sorrier than others because it is a failure of our technology application to one of our large national sectors. I would like to bring to the attention of the Minister that in foreign countries the railway system runs not only like clock work but with the least number of accidents and runs at a fantastic rate when compared to Indian Railways. Our trains are just like bullock-carts, especially the narrow gauge and similar systems. I had an opportunity to make a mention of this at a meeting on the amount of research we are doing on giving warnings using modern electronic gadgets which are sadly missing. If there are such gadgets accidents like this should never occur at all. There are so many cheap and simple electronic devices these days for such eventualities. After all a train is a slow moving thing compared to an aeroplane, a missile or things like that where the information comes back in sufficient time. When something is wrong or some obstacle is lying there in front of the train—of course, if somebody puts it a few minutes before you cannot do anything about it—over a long enough time or somebody attempts to derail the train, immediately the safety device should be activated. This is quite common in defence system, atomic energy etc. I know that the Railways have a very large set-up for research but I am rather disappointed that time and again accidents are happening and then, we say that we should show no mercy on the concerned operators or to the engine drivers, whoever they maybe. The fault nowadays is not quite of the man, the fault is of the set-up of the instrumentation. If something goes wrong it must be "fail-safe." The fail-safe principle has not really come into the Indian Railway system. If I travel in trains through various parts of India I find that it is not different from what

it was in British days. Therefore, I would like to seek clarifications from the Minister on a few particular issues. I would like to know from the hon. Minister what new system they have adopted for giving sufficient warning that something is not right and, therefore, the train just cannot move and the signal does not permit it to leave. The electronic systems are so fast that there must be some way of giving full information to the people in charge of the train to stop it at a sufficiently early time. I also think that many of these accidents are because of poor maintenance and even if one has good maintenance and equipment, the people are not perhaps trained enough to use modern technology. Modern technology requires a new attitude of mind. Simply to ask them to switch on and switch off a fast railway train is not sufficient. Their whole attitude to the utilisation of modern things, computerised systems, must be thoroughly revamped, examined, and no one who does not have this kind of experience should be allowed to go on to drive a train. Some time ago, we have heard in this very House that such and such a train ran for several miles without the control of anybody because the engine driver had got off the train and the train started off on its own. The train travelled for several miles until somebody got on to the roof of the train, reached the engine and stopped it; it travelled some hundred miles before it was stopped. This should never have happened. All this is because of lack of training and discipline. I am not so sure; as I don't have sufficient experience of the railway system. But the whole process of recruitment should also be examined. There is no substitute for merit in such operations. It could also be that we are increasing the number of trains without really checking the railway system and lines for heavy duty. In some parts of the country, they are a hundred years old. There are some lines, narrow gauge lines, metre gauge

[Dr. Raja Ramanna]

lines, which were used for meeting famine problems in the previous century. We still use them and put fast trains on them and it is quite likely that this is also one of the reasons for the accidents. I am sorry, it is not my intention to be critical of the Ministry. I am only worried that we are not utilising modern technology in this country and the application of modern technology to such an important thing. Safety of railway trains has not become effective as to stop the very possibility of an accident. And then to say 'No mercy should be shown to the people who are using hundred years old methods' is a little unnerving to people like me who deal with modern technology. I thank you Mr. Vice-Chairman.

SHRI JOHN F. FERNANDES (Goa): Mr. Vice-Chairman, off and on we have the sad news of railway accidents. But this accident is a freak accident in the sense that it was due to human error. It was not due to collision of two trains. The police has filed a case of rash and negligent driving. It is rare to hear this kind of railway accidents. It is very common with road accidents and car accidents. It was stated that the train was so fast that it failed even to stop at the station on the platform at Jawanwala. May I know from the honourable Minister what safeguards are taken by the Ministry to see that rail speed is maintained and the trains do not exceed the permissible limits? Have they installed any deccameter where the speed of the running train is registered on a graph? It was also mentioned that after three bogies of the train derailed, the engine driver ran away with the engine and he presumably ran away, according to the police report, to inform the authorities. May I know from the honourable Minister whether any radio wireless or some other communication instrument is provided in the railway trains to assist people in such accidents?

The second thing is off and on we see that these accidents are being in-

vestigated into by the personnel of the Railway Ministry itself. I don't know how this Ministry will be unbiased in giving reports on accidents committed by its own department. I would like the honourable Minister to have a mechanism by which an independent, autonomous, authority should investigate such accidents. Quite often we see such statements are placed before the House like obituary references. When an investigation is over, it will be appropriate for the Minister to place the findings before the House. I hope the Minister will heed to my advice.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Shrimati Sushma Swaraj. Mr. Gurudas Das Gupta.

SHRI GURUDAS DAS GUPTA (West Bengal): Sir, unfortunately these accidents have become so regular that a discussion in the House or a mere reference to the accidents through statements by the Minister has also become a routine affair. It is not a question of our technology having failed us because we do not have any modern technology at all. For those of us who have been moving in trains, we come across the truth that our railways are running coaches and engines much beyond their normal span of life. On a number of occasions the railway workers and employees complain to us saying that we are moving in trains, in a coach which should have been dumped and not made to run on the tracks. The railway authorities just to economise, have been putting to use instruments that are totally obsolete. They are running the bogies that should have been thrown out. They are putting in motion engines that are totally out of use. Therefore, this cut in expenditure, or economising in expenditure by letting the obsolete machinery and bogies run on the tracks has led to these accidents. Sir, it is time for us to know from the Railway Minister whether it is true that we are using bogies and engines much beyond their normal span of life. It is time for us to know whether for

the purpose of economising they are endangering the railway travel. Again Sir, it has become a practice on the part of the Members of Parliament to put the railway worker in the dock and try to ascertain from the Minister whether the driver was in a drunken state. If he was drunk, he should have been punished. There should be a mechanism to find out whether a particular driver is driving a locomotive under the influence of liquor. There is no difference of opinion here. But the reason for the occurrence of these accidents is not due to human failure. It is due to the failure of the machine and the machine fails because of obsolescence and because the railway authorities are deliberately using obsolete machinery to ensure that they do not have to spend more funds and then come to the Parliament and say that we have been able to make so much of profit. The profit that they show on the balancesheet is because of the fact that they are endangering the entire rail travel by running obsolete machine. I would like to know from the Minister what steps the Government proposes to take to ensure that the obsolete engines will not be put to use beyond their normal span of life. I would also like to know from him as to how many engines have been put into use after their normal span of life. It is very important. There is another important point, Sir. The Minister in his statement has said that he finds pleasure in saying that the number of accidents has declined from 1000 to 500 as if the figure 500 is no figure at all. If he compares the efficiency of the Indian railways with the railways in other parts of the world, he will find that the number of accidents is much less anywhere else in the world, even in the third world countries. I am not comparing the Indian railways with the railways of the advanced countries. I am only comparing it with the third world countries, and he will find that these countries are running

their railways with much greater efficiency. The whole problem is the obsolete machinery that is put into use to reduce the cost. This is one aspect of the question. The other aspect is the increase in freight every year. Freight is being increased every year. I would like to know how much of the enhanced revenue is being used to improve not the comfort—because the railway travel is not comfortable—but to improve the safety. My fourth question is how much of the increased revenue is being used to bring about a greater amount of safety in the running of the railways.

In the end, I would say that it is the authorities who are at fault, it is the Railway Board which is at fault, and they are deliberately creating a situation like this. I do not say that they are responsible for the accidents, but it is because of the absurd way of running the administration, absurd way of running the railways and, therefore, that is responsible for the accidents. Therefore, I would like to get an assurance from him as to what he is going to do to find out as to who is responsible for this particular accident. They have to do this through an impartial inquiry. But I would like him to state what steps they are going to take to improve safety in the Indian Railways and not just to find satisfaction in saying that the number of accidents has declined over so many years. Thank you Sir.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Now, Mr. Ram Naresh Yadav.

श्री रामनरेश यादव (उत्तर प्रदेश) :
हमारा भी नाम है सर ?

उपसभाध्यक्ष (श्री मास्टर आन्नाजी भोसलेकर) : आपका नाम है, पर डिस्टिक्शन में है। मैं देखूंगा।

श्री रामनरेश यादव (उत्तर प्रदेश) :
उपसभाध्यक्ष महोदय, श्री मास्टर ने इस देश कुश्किल के संबंध में बिना तरह से

[श्री राम नरेश यादव]

चिन्ता व्यक्त की है और अपने साथ सदन को भी लेकर के चिन्ता व्यक्त करने की बात की है, वह वास्तविक रूप से बिल्कुल सही है और इस दुर्घटना की गंभीरता को ध्यान में रखते हुए माननीय मंत्री जी ने दुर्घटना-स्थल पर पहुंचने का भी प्रयास किया और कुछ घोषणाएं भी कीं, किन्तु इस वाक्य को देखने के पश्चात् ऐसा लगता है कि जो समयबद्ध रूप से कार्य करना चाहिए, उस संबंध में माननीय मंत्री जी का ध्यान नहीं गया है।

तो सबसे पहले जो मैं जानना चाहता हूँ वह यह है कि तत्तमूच में यह दुर्घटना हो गई, 27 यंत्री मरे, 73 घायल हुए और आपने यह भी दिखाने का प्रयास किया है कि दिन-प्रतिदिन प्रतिवर्ष इस तरह की जो घटनाएं हो रही हैं, उनमें गिरावट भी आई है, किन्तु इसका मतलब यह नहीं है कि घटना की गंभीरता को किसी भी तरह से हम गंजरअंदाज कर दें। इसलिए इस संबंध में आपने अपने व्यक्त में कहा है कि "रेल संरक्षा आयुक्त उत्तर संचालित 10-12-1991 से इस दुर्घटना की सांख्यिक जांच करेंगे।" मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि इस संबंध में कितने दिन लगेगे जांच कराने में कितना समय आप निर्धारित कर रहे हैं जिसके अंदर जांच पूरी हो जाएगी और जांच पूरी हो जाने के बाद क्या सदन को भी आप बताने का काम करेंगे, यह मैं जानना चाहता हूँ ?

इस पर प्रश्न यह है कि इसको आपने और रेलवे विभाग ने एक चुनौती माना है और चुनौती मानकर के आपने यह भी कहा है कि "रेलवे विभाग की तरफ से इसमें सुधार लाने का भरसक प्रयास किया जाएगा ताकि भविष्य में इस तरह की घटनाएं न घटें।" तो जब आप इसको चुनौती मानते हैं और आपने यह कहा है कि हम प्रयास करेंगे तो मैं जानना चाहता हूँ कि उस चुनौती का सामना करने के लिए रेलवे विभाग और आपका मंत्रालय किस तरह से कदम उठाने जा रहा है ताकि भविष्य में इस तरह की घटनाएं न हों। सकेतसरे बात जो मैं पूछना चाहता हूँ वह यह है और जो परामर्श एक देखने से

लगता है कि 6 डिब्बे की वह गाड़ी थी, 2 डिब्बे पटरी से नीचे उतर गए और उलट गए तथा इस तरह की घटना घटी। तो मैं जानना चाहता हूँ कि ऐसा तो नहीं है कि आजकल जिस तरह से अतंकवादी गतिविधियां तेज हो रही हैं, पिछले दिनों भी इस तरह से कई रेलवे ट्रेनों की फिशप्लेट्स हटा दी गई थी और दुर्घटना हो गई तो क्या इस तरह की भी संभावना है कि कहीं अतंकवादी गतिविधियों के कारण तो यह घटना नहीं घट गई ?

चाथी बात यह है कि जो लोग घायल हुए हैं, मारे गए हैं, उनको तो आप अनुग्रह राशि देने की बात कर रहे हैं, लेकिन उनके जो परिवार के लोग हैं काम लायक, उनको भी काम देने के बारे में आप गंभीरता से विचार करेंगे और सदन को बतायेंगे कि उनके काम-लायक लोगों को भी कहीं न कहीं एम्बार्क करने का प्रयास किया जाएगा ?

साथ ही साथ एक बात और भी है कि इस तरह की जो घटनाएं होती हैं आपने वह भी कहा है कि 24 घंटे रेलवे कर्मचारी काम भी करते हैं और मशीनरी का भी दोष हो सकता है। तो हम जानना चाहते हैं कि जो इस तरह से 24 घंटे काम करने की बात आती है और मशीनरी का भी जो कारण है, तो आज की जो मोडर्न टेक्नोलॉजी है और जो मैन पावर आपकी यहां लगी हुई है, उसको ध्यान में रखते हुये क्या कदम उठाने जा रहे हैं, ताकि बचावे यह रेलवे कर्मचारी जो 24 घंटे काम करते हैं, कभी-कभी गड़बड़ी हो जाती है उनको दोषी मान लिया जाता है। दूसरी तरफ, यह जो और भी इंजन संबंधी या दूसरी गड़बड़ियां हो जाती हैं, उसको ध्यान में रखते हुये क्या-क्या सुधार करने की आपकी योजना है, यह मैं माननीय मंत्री जी से जानना चाहता हूँ मे धन्यवाद।

SHRI SHABBIR AHMAD SALA-
RIA (Jammu and Kashmir): The statement which has been made says that the accident has taken place on account of certain lapses and that an effort would be made to

see that such accidents do not occur. The question which haunts our minds is as to why more accidents, more frequently and very harmful accidents, take place in India rather than in other countries? Why can't we learn from such countries in which accidents on the railways are fewer and services are better? We would like the hon. Minister to apprise the House whether there ever has been any effort on the part of any Government or from the Railway Administration in which anybody has ever gone to any country with railways where they have been doing better than what we have been doing. With the extent of accidents taking place and the loss of lives which is taking place, it is little solace for the general public and for us that the rate of accidents is going down. From that I cannot and I am not prepared to draw a conclusion that the railway is working more efficiently. In this statement the causes of the accident have not been disclosed to the House. We should be told now as to what was the immediate cause which led to the accident, and whether such reasons have been prevalent in the case of other accidents which took place in other parts of the country. Recently we had an accident in Andhra Pradesh. I think that was much more harmful, much more dangerous and many more lives were lost. The question that arises is as to who was responsible for this. Was it human error or was it a mechanical defect? By now nothing has been revealed to the House. The hon. Minister had to make a statement because a serious accident had taken place and the tragedy is great. (*Time bell rings*). So many lives have been lost. Merely a statement saying that we will be giving some relief to those people who have been affected in this accident is not sufficient. We must have, before us something tangible, something very clear, some thing very convincing, to satisfy the general public.

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THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): These figures are not there. Hon. Minister, he is right. Figures of ex-gratia payment you have not given.

SHRI MALLIKARJUN: I will tell.

SHRI SHABBIR AHMAD SALARIA: I was also saying that accidents occur for certain reasons, and those reasons should be gone into and ways and means should be found to lessen those reasons to obviate the happening of accidents in future.

Then it has been stated that stern action would be taken against those people who are responsible. Whenever such accidents take place we catch hold of small people. I will, therefore, like to ask the hon. Minister whether there have been lapses on the part of officers of higher ranks in their supervision, in their maintenance of the railways and in their work that led to the accident. It is not a small occurrence. Human life is lost, human property is lost. Valuable lives are lost. And these things cannot be just brushed aside by a statement in the Parliament.

SHRI M. VINCENT (Tamil Nadu): Mr. Vice-Chairman, Sir, every year some 500 to 600 railway accidents of various types occur in the country. The categories of accidents particularly include collision, derailment, level-crossing accidents and fire accidents in trains. What is common in all these accidents is a statement by the Government in Parliament about the details of the accident. I feel no positive approach has been made over the years to check these accidents.

Therefore, I would like to know from the hon. Minister whether he would take note of these facts and set up a high-level committee to go into each category of accidents and

[Shri M Vincent]

use modern electronic equipment to bring down the rate of accidents to zero level.

डा० रत्नाकर पाण्डेय : माननीय उपसभाध्यक्ष महोदय, रेल राज्य मंत्री जी ने रेल दुर्घटना की दुःखद सूचना सदन को दी है। इस दुर्घटना में 26 यात्री मरे हैं और 73 घायल हुए हैं। आए दिन रेल दुर्घटनाएं होती रहती हैं। मैं जानना चाहता हूं कि जो आपने उत्तर सकिल के रेल सुरक्षा आयुक्त से इस दुर्घटना की जांच कराने का आदेश दिया है, वे कब तक अपनी रिपोर्ट दे देंगे? क्या आपने इसके लिए कोई निर्धारित समय रखा है? दूसरा, जो जिम्मेदार कर्मचारी हैं, खैर जिम्मेदारी तो जांच के बाद पता लगेगी, जो लोग उस दिन झूटी पर थे, क्या आपने उनको सस्पेंड किया है? अगर उनका सस्पेंशन नहीं हुआ तो क्या आप पर रेलवे बोर्ड का दबाव है या ब्यूरोक्रेसी का दबाव है? आप उनको इमीडियटली सस्पेंड करिए ताकि लोगों को लगे कि यात्रा सुरक्षित है।

मैं मंत्री जी को एक सुझाव देना चाहता हूं। पता नहीं वे कितना कर पाएंगे, जब कि ये करने वाले मंत्री हैं। हमारे जितने भी नौजवान मंत्री हैं, उनमें मल्लिकार्जुन जी डॉयनमिक लोगों में हैं। मैं यह सुझाव देना चाहता हूं कि वे कुछ आम्ब्रवैटरी स्थापित करें जिससे कि भविष्य में जो दुर्घटना होने वाली हों, उसका पता लग सके और उसको रोका जा सके। इस तरह का जो ज्योतिष का ज्ञान है, उसके लिए मैं काशी से पंडित प्रोवाइड कर सकता हूं। भविष्य में ये दुर्घटनाएं न हों, इसके लिए आप कोई आम्ब्रवैटरी बनाएंगे? मैं कोई नयी चीज नहीं कह रहा हूं। राजा जयसिंह ने दिल्ली में जंतर-मंतर, बनारस में 6 आम्ब्रवैटरी स्थापित की थीं। क्या इस तरह का जो ज्ञान है, उसका उपयोग आप करेंगे? अब मैं बैठ रहा हूं क्योंकि मेरे सखा और विवेक के दुश्मन राम अवधेश जी मुझे बैठने के लिए कह रहे हैं।

श्री अनंत राम जायसवाल (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष महोदय,

आज भारतीय रेलों के बारे में ऐसी ऐसी बातें सुनी जाती हैं जो पहले कभी नहीं सुनी गईं जैसे रेल की पटरी पर चलते-चलते गाड़ी पानी में उतर जाती है या बर्गर ड्राइवर के ही गाड़ी चल पड़ती है। तो इस तरह की बातें जो पहले कभी सुनने में नहीं आती थी, वे आजकल सुनाई देती हैं। यह बात बिल्कुल सही है कि भारतीय रेलों का जो ट्रैक है, वह बहुत हद तक बिल्कुल बेकार है और उस पर पैसा खर्च करने की जरूरत है।

मान्यवर, कुछ खास डिब्बों जिनमें वी०आई०पी० सफर करते हैं, उनको छोड़ दिया जाए तो बाकी के कोचेज के रख-रखाव पर बिल्कुल ध्यान नहीं दिया जाता है। उसी तरह से इंजन भी बहुत पुराने हैं और कभी-कभी तो ऐसा होता है कि लखनऊ से दिल्ली सफर करने के दौरान पता लगा कि गाड़ी का इंजन खराब हो गया और गाड़ी सुबह के बजाय शाम को पहुंची। ये चीजें आज भी अपनी जगह पर हैं। हमारे कम्युनिस्ट साथियों ने अच्छा सवाल किया था कि जो बड़ी हुई रेल की आमदनी है, उसका कितना भाग रेलों के कोचेज, ट्रैक और इंजनों को सुधारने में खर्च किया जाता है?

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Hon. Members, we will continue this but discussion on Punjab Appropriation Bill, 1991 will continue tomorrow.

श्री अनंत राम जायसवाल : कितने ऐसे इंजन हैं जो आउट डेटेड हो चुके हैं और उनका इस्तेमाल आप अभी तक कर रहे हैं?

दूसरी चीज मैं यह पूछना चाहता हूं कि अब तक डिब्बों के पटरी पर से उतरने के क्या क्या कारण आपकी जांच पड़ताल में आए हैं और जो जो कारण प्रकाश में आए हैं क्या उनमें से कोई कारण का पता आपने लगाया है जिसके कार प्रश्नगत दुर्घटना हुई है? बताया यह जात है कि गाड़ी एक मोड़ पर पहुंचने के वक्त तेज थी और जब मोड़ आया तो गाड़ी धीमी नहीं की जा सकी, इसलिए डिब्बे

पटरी से उतर गए। क्या यह बात सही है क्योंकि मंत्री जी वहां मौके पर गए थे? उनके देखने में यह आया कि नहीं?

आखिरी सवाल मेरा यह है कि आप इस बात पर संतोष न कर लें कि पहले घटनाएं ज्यादा होती थीं, अब कम हुई हैं। पिछले साल अप्रैल से नवंबर तक 373 घटनाएं हुई थीं और इस साल इस वक्त तक 365 ही हो पाई। मगर 5-6 दुर्घटनाएं कम हो गईं या पहले हजार थीं तो इस साल 5-7 कम हो गईं, अगर यह आपके दिमाग में, मंत्री जी के दिमाग में और रेलवे बोर्ड के दिमाग में रहेगा तो दुर्घटनाएं बराबर होती रहेंगी, क्योंकि आप संतोष कर लेंगे कि इसमें इंप्रूवमेंट हो रहा है। इस पर संतोष न कीजिए बल्कि यह सोचना चाहिए कि आखिर ये घटनाएं क्यों हुईं और इनकी रोकथाम के लिए आप कौन से निश्चित कदम उठाने जा रहे हैं।

कुछ लोगों ने इलेक्ट्रॉनिक संयंत्रों का फायदा उठाने की बात कही। तो इनमें सुधार के लिए आप क्या करने जा रहे हैं जिससे कि दुर्घटनाएं न हों या कम हो सकें?

जो लोग मर गए हैं उनको अनुग्रह राशि देने के लिए कह दिया है। अनुग्रह राशि आप देंगे लेकिन कितनी राशि दी जाएगी? जो मर गए हैं उनके आश्रितों को और जो घायल हैं उनके आश्रितों को कितनी राशि मिलेगी यह भी आप बताने की कृपा करेंगे?

धन्यवाद।

श्री मोहम्मद खलीलुर रहमान (आंध्र प्रदेश) : जनाब वाइस चैयरमैन साहब, रेलवे मिनस्टर साहब ने तीन पेज का स्टेटमेंट दिया है मगर इस में कहीं भी उन्होंने यह नहीं बताया है कि यह जो ऐक्सीडेंट हुआ वह मैकेनिकल डिफैक्ट से हुआ या और कोई वजह थी जिसके कारण यह ऐक्सीडेंट हुआ है। सवाल यह पैदा होता है कि ट्रेन बिल्कुल छोटी थी, सिर्फ 6 डिब्बे उसमें लगे थे, वे पटरी से उतरे और फिर वे उलट गए। तो इसकी

वजह क्या है। किस स्पीड पर गाड़ी चल रही थी? कहीं भी इस बात का जिक्र उन्होंने नहीं किया है। क्या जहां पर यह घटना हुई वहां पर यह स्पीड जायज थी या नहीं क्योंकि ये पर्सनली वहां गए थे तो जाहिर है कि तमाम चीजों पर गौर कर लिए होंगे। ये चीजें जरूरी हैं।

तीसरी बात यह है कि आपने कहा कि ऐक्स ग्रेशिया पेमेंट किया गया है। मगर कितना ऐक्स ग्रेशिया मरने वालों को दिया है और कितनी इमदाद जो इज्योर्ड हैं उनको दिया है इसका भी कहीं आपने जिक्र नहीं किया है।

मैं आनरेबल मिनस्टर साहब से यह चाहंगा कि वह अपने जवाब में इन बातों का खुलासा करें।

شری محمد خلیل الرحمن "آندھرا پردیش":
جناب وائس چیرمین صاحب ریٹوٹسٹر
صاحب نے تین پیج کا اسٹیٹمنٹ دیا ہے۔
مگر اس میں کہیں بھی انھوں نے یہ نہیں بتایا
کہ یہ جو ایکسڈنٹ ہوا وہ میکانیکل ڈیفیکٹ
سے ہوا یا اور کوئی وجہ تھی جس کے کارن یہ
ایکسڈنٹ ہوا ہے۔ سوال یہ پیدا ہوتا ہے کہ
ٹرین بالکل چھوٹی تھی صرف چھ ڈبے۔۔۔۔
اس میں لگے تھے۔ وہ پٹری سے اترے اور
پھر وہ الٹ گئے۔ تو اسکی وجہ کیا ہے کس
اسپیڈ پر گاڑی چل رہی تھی کہیں بھی اس
بات کا ذکر انہوں نے نہیں کیا ہے۔ کیا
جہاں پر یہ ٹھٹھا ہوئی وہاں پر یہ اسپیڈ
جائز تھی یا نہیں کیونکہ یہ پرسنل ویاں گئے
تھے تو ظاہر ہے کہ تمام چیزوں پر غور کر لیا

हो सका। یہ چیزیں ضروری ہیں۔
 میسری بات یہ ہے کہ آپ نے کہا کہ ایکس
 مگر ششما پے سنسٹ کیا گیا ہے۔ مگر کتنا ایکس
 مگر ششما مرنے والوں کو دیا گیا ہے۔ اور انکی
 امداد ہوا نچرڈ ہیں۔ انکو دیا ہے۔ اس کا بھی
 کہیں آپ نے ذکر نہیں کیا ہے۔
 میں آنر بیل منسٹر صاحب سے یہ
 چاہوں گا کہ وہ اپنے جواب میں ان باتوں
 کا خلاصہ کریں۔

श्री आनंद प्रकाश गौतम (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी, माननीय रेल मंत्री जी ने रेल दुर्घटनाओं के बारे में जो वक्तव्य दिया है उस वक्तव्य से ऐसा लगता है जैसे दुर्घटना के तुरन्त बाद जानकारी सदन को मिली है। घटना 7 दिसम्बर, 91 को हुई और आज 9 तारीख हो गई है। 48 घंटे से अधिक का समय बीत गया है जबकि इसमें बहुत सारी बातें तुरन्त वहां पर मोके पर जाने से देखने को मिलती हैं उनका भी जिक्र नहीं है। जैसा कि अभी मेरे से पूर्व प्रश्नकर्ता ने कहा कि जब मंत्री महोदय स्वयं वहां गये थे तो यह क्यों नहीं पता लगा कि किसी यात्रिकों की कमी के कारण या व्यक्ति की किसी कमी के कारण यह दुर्घटना हुई। इसकी भी जानकारी इसमें नहीं आई है जो कि दी जानी चाहिए थी। ऐसा लगता है इस स्टेटमेंट में गम्भीरता को ध्यान में नहीं रखा गया।

एक बात और कही गई है दुर्घटना के फलस्वरूप कि 27 यात्रियों की जानें गई

और 73 यात्री घायल हुए। लेकिन इससे यह स्पष्ट नहीं होता है कि इसमें यात्री कितने थे और उनमें से कितने यात्री सुरक्षित बच गये या सभी मर गये या घायल हो गये। इसकी कोई जानकारी सदन को नहीं दी गई है। मैं चाहूंगा मंत्री महोदय इस बारे में पूरी जानकारी सदन को दें।

आपने कहा कि दुर्घटनाओं में पिछले वर्षों की तुलना में कमी आई है। इससे लगता है रेल की कायक्षणता में सुधार आया है। आपने बताया कि अप्रैल 91 से लेकर नवम्बर, 91 तक 365 दुर्घटनाएं हुई हैं जबकि पिछले वर्ष की तदनु रूपी अवधि में 371 दुर्घटनाएं हुई थीं। इसमें यह भी बताने की कृपा करें कि इसमें डिरेजमेंट यानी पटरी से उतरने की कितनी दुर्घटनाएं पिछले दो वर्षों में हुई जिससे पता लग कि पटरी से उतरने की दुर्घटनाएं कम हुई हैं या ज्यादा।

एक और बात है कि जो दुर्घटनाएं होती हैं वे बड़ती-घटती रहती हैं। इनकी जांच होती है। ये जो अप्रैल से नवम्बर, 91 तक 365 रेल दुर्घटनाएं हुई और पिछले वर्ष तदनु रूपी अवधि में 371 दुर्घटनाएं हुई तो उनकी जांच के बारे में क्या रिपोर्ट है। इनकी जांचों में कितने दोषी पाये गये हैं और उनको सजा मिली है या नहीं? अगर सजा मिली है तो किस प्रकार की सजा मिली है? अगर इसकी जानकारी हो सके तो लोगों में सुधारात्मक रवैया अपनाने की बात सोचें। धन्यवाद।

श्री राम अवधेश सिंह (बिहार) : उपसभाध्यक्ष महोदय, कई माननीय सदस्य इसके बारे में पूछ चुके हैं इसलिए मैं आपका कम समय लूंगा। इस बयान में संभावित कारणों के बारे में कुछ नहीं बताया गया। जैसा कि गौतम सिंह ने अभी कहा मैं भी उससे सहमत हूँ कि 48 घंटे बाद तो यह मालूम होना चाहिए था कि इंजन की खराबी से यह दुर्घटना हुई है या किसी ने फिशप्लेट हटा दी इस कारण से दुर्घटना हुई। कोई कारण

घुसटना के बारे में सदन को बताना चाहिए था। लेकिन सीधे-सीधे गोल-मटोल बात लिख दी। जिस बात के बारे में सदन को अवगत कराना चाहिए था वह बात इसमें गायब है। और बाकी सब तो

व्यर्थ है कि हम वहां गये, 6-00 P.M. वहां पर फ्लाई आदमी गया, इंजीनियर सम्बर गया, ट्रैफिक सम्बर गया, मिलिटरी के परसोनल गये।

वह सब तो फालतू बकवास है। यह सदन तो वह जानना चाहता है कि क्या कारण है कि अब तक जितनी घटनाएँ घट रही हैं उन घटनाओं से कुछ न कुछ तो सबक लेना चाहिए। जैसे इसमें विधवा विलाप किया गया है जिसको पढ़कर मुझे बहुत हैरत हुई और आश्चर्य हुआ और लगता है कि ब्यूरोक्रेसी ने इसको बनगया है और मंत्री जो ने यहां पढ़ दिया है। यह इनका बयान नहीं है। इसमें लिखा है जो दूसरे पेज के तीसरे पैराग्राफ में है--

"The Indian Railways operate about 14,000 trains a day with a workforce of 1.6 million railwaymen working round the clock in diverse conditions and with equipment of varying complexity. The failure of a single human or mechanical component of this gigantic network can cause an accident".

यह सब तो हम जानते हैं। इसमें नई बात क्या है? दुनिया के किस रेलवे सिस्टम में कम्प्लेक्सिटी नहीं है और कहां पर जाइनेटिक बर्क नहीं है और कहां पर राउन्ड दी क्लोक काम नहीं होता है। उस बात को रोकने से क्या मतलब है। यह तो सब को जानूँ है कि एक आदमी का भी फैल्योर हो जाएगा या मशीन का फैल्योर हो जाएगा तो दुर्घटना घट सकती है। इस बात को कह कर आप यह कहना चाहते हैं कि हम बहुत बड़ा आर्गेनाइजेशन चलाते हैं और कहीं पर घटना हो जाती है, कहीं न कहीं पर मैकेनिकल फैल्योर हो जाता है या कोई आदमी गलती करता है तो दुर्घटना हो जाती है और घटनाएँ होती रहती हैं, इसकी आप जास्टिफाई करना चाहते हैं। यह तो कोई बात नहीं है। इसलिए मैं जानना चाहता हूँ कि आप

इस बारे में सफाई करें। एक बात इन्होंने यह भी कहा कि हम इम्प्रूवमेंट करने की कोशिश कर रहे हैं और आइडेंटिफाई कर रहे हैं। इन्होंने कहा है--

"Every effort will be made to improve the overall safety performance of the Railways. Vulnerable areas in the system will be identified and corrective action taken".

यह पहली दुर्घटना तो नहीं है। इन्होंने खुद कहा है कि दुर्घटनाएँ एक हजार होती थीं, फिर पांच सौ हुई है, तीन सौ हुई है और 71 इस साल में हुई है। दुर्घटनाएँ तो हो रही हैं, लेकिन क्या होश आपको अब हुआ है कि हम इसको आइडेंटिफाई करेंगे, व रेजलपरियाज को आइडेंटिफाई करेंगे क्या अब तक इसको आइडेंटिफाई नहीं किया गया था मे क्या पहले इस बारे में स्टडी नहीं हुई थी कि किन-किन एरियाज में दुर्घटनाएँ होती हैं? इस बारे में क्या पहले कभी स्टडी नहीं हुई या हुई है मैं यह भी जानना चाहता हूँ कि जो आपने एस-प्रेशिया रकम देने की बात कही है वह क्या होगी?

एक बात मैं यह भी कहना चाहता हूँ कि अगर किसी घर में वही आदमी कामाने वाला था और वह मर गया है तो क्या उसके घर वालों को अप नौकरी दोगे?

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR); I am very happy that you follow the bell.

DR. JINENDRA KUMAR JAIN (Madhya Pradesh): I wish to know, is there any possibility of sabotage? Has the Government examined the possibility of the accident having been caused by tampering of the railway line or by some mechanical malfunction created by some mischievous people. Has the Government looked into the terrorist angle? The Statement says that the Commissioner of Railway Safety, Northern Circle, will be holding a statutory

[Dr. Jinendra Kumar Jain]
enquiry into this accident. We are aware that every time there is an accident, there is a statutory enquiry. Is it a mere ritual? Earlier also, when such accidents took place, statutory enquiries have been held. But the question is, is the Government satisfied with the functioning of the Office of the Commissioner of Railway Safety? Is the Government in a position to bring out a comprehensive report on the findings of the Commissioner of Railway Safety, and throw light on the various causes of accidents that are taking place every day? Only when the Government comes out with such a report, Members would be better-informed, than by piecemeal information on the various aspects of safety and recurring accidents.

श्रीमती सया बहिन (उत्तर प्रदेश) :
उपसभाध्यक्ष महोदय, दुर्घटनाओं की तदावकम हो या ज्यादा हों, दुर्घटनायें दुर्भाग्यपूर्ण हैं। दुर्घटनायें कम हों यह संतोष की बात जरूर हो सकती है लेकिन प्रसन्नता की बात नहीं है। महोदय, माननीय मंत्री महोदय ने इसमें बहुत तत्परता दिखाई है, वहाँ पर मृतकों और दुर्घटना से पीड़ित लोगों को सहायता पहुंचाने में, वहाँ पर पहुंचने में और साथ ही सदन को जानकारी देने में। इसके लिये मैं उनको हृदय से धन्यवाद देती हूँ।

मान्यवर, गाड़ी के संबंध में कई अखबारों ने यह लिखा है और जैसा कि यहाँ पर माननीय सदस्यों ने भी बताया कि गाड़ी मोड़ पर तेजी के साथ आ रही थी और फिर दुर्घटना हो गयी। मैं माननीय रेल मंत्री जी से यह जानना चाहती हूँ कि बहुत सी रेल पटरियाँ ऐसी हैं जो कि बहुत पुरानी हो चुकी हैं और वे नवीनीकरण चाहती हैं। तो कहीं यह लाइन उन पटरियों में तो नहीं है; मैं यह भी जानना चाहती हूँ कि पटरियों की क्षमता को जांच की जाती है या नहीं? यह जरूर है कि रेल पटरियों से पी० डब्ल्यू० आई० ई० की एक छोटी सी ट्राली निकलती है उसके बाद इनका नापवेंड होता है। मैं यह जानना चाहती हूँ कि इसकी जांच का कोई पैमाना है या नहीं और

इसको देखा गया था या नहीं देखा गया था ?

दूसरी बात मैं यह जानना चाहती हूँ कि मृतक लोग जितने हैं, 27 आदमी मरे हैं और 73 आदमी घायल हुए हैं, तो क्या उन सब की पहचान हो गयी है या नहीं? उनका आइडेंटिफिकेशन हो गया है कि ये कौन लोग थे और उनके परिजनों को सूचना पहुंचा दी गयी है या नहीं? इसके साथ ही रेल विभाग जो दुर्घटना के बाद अनुग्रह राशि की घोषणा करता है और दुर्घटना के बाद जो हमेशा की जाती है उसमें अनुग्रह राशि को देने के लिये कोई समय सीमा निर्धारित की गई है या नहीं? रेल ऐक्सीडेंट के बाद एक लाख या जो भी मिलता है, जो निर्धारित है उसके लिये कोई समय सीमा निर्धारित की गयी है कि नहीं कि इतने समय के अंदर जो घायल हुए हैं उनको और जो लोग दुर्घटना में मारे गये हैं उनके परिजनों को यह राशि मिल जायेगी। कहीं ऐसा न हो कि इस राशि के लिये उनकी अगली पीढ़ी तक को भी इंतजार न करना पड़े, इसके लिये उनको संघर्ष न करना पड़े। ?

महोदय, इस वक्तव्य से ऐसा लगता है कि पहले से ही यह निष्कर्ष निकाल लिया गया है कि पदाधिकारियों की लापरवाही से यह दुर्घटना हुई। तो इसमें मैं समझती हूँ कि अगर जांच होगी तो निश्चय ही इसका असर जांच पर पड़ेगा। तो मैं जानना चाहती हूँ कि क्या इससे यह जांच पूर्वाग्रह से ग्रसित नहीं होगी? इसमें इस बात को भी ध्यान में रखा जाय और यह भी देखा जाय कि कहीं इसमें आतंकवादियों का हाथ तो नहीं है, यही मैं मंत्री महोदय से पूछना चाहती हूँ। धन्यवाद।

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR):
Hon. Minister, before you begin, I record the sense of the House that we extend, as you expected, our heartfelt condolences to the bereaved families, and also our prayers for the recovery of those who have

been injured in this unfortunate accident.

SHRI MALLIKARJUN: Mr. Vice-Chairman, Sir, it is very unfortunate that this accident has taken place. If I have given some statistical details, it does not mean that I am satisfied with it. I have just given statistical information, Sir, Dr. Raja Ramanna, who is, of course, himself a scientist, wanted to know whether the use of advanced technology was being practised in railways. Certainly, Sir, whatever advanced technology ought to be taken benefit of in the system, it has been adopted. In fact, we have inducted technical devices to aid human element, such as, auxiliary warning system, track circuiting, panel interlocking, axle counters, route relay interlocking, etc. These are all really modern technological devices which are being utilised together with the conventional system.

Dr. Sivaji was referring to the driver, whether he was in a normal condition or not. As you know, on Indian railways we have a breathalyzer test before the driver takes charge of the locomotive.

Apart from that, at various other intermediate points inspection will also be done by the staff.

Sir, one of the common points made by the hon. Members was about the ex-gratia payment. For the dead, ex-gratia payment of Rs. 10,000 was made, to the seriously injured Rs. 2500 were given and for trifling injuries Rs. 1000/- . So far as the number of the injured persons and their identification is concerned, all dead persons had been identified. At the moment, out of 73 injured 29 were allowed to go after first-aid only. There are only 44 passengers who are in different hospitals. Their relatives and family member have also been informed. That is how they have been identified.

श्री मोहम्मद खलोलुर रहमान : प्लेन एक्सीडेंट में एक लाख रुपया मिलता है और ट्रेन में दो हजार रुपये, यह क्या है ? यह नहीं होता चाहिये ।

†[شری خلیل الرحمان : پلیں ایک-ہفتہ ہفتے میں ایک لاکھ روپیہ ملتا ہے - اور ٹرین میں دو ہزار روپیہ - یہ کیا ہے - یہ نہیں ہونا چاہئے -

SHRI MALLIKARJUN: So far as the question of payment of compensation to these victims is concerned, the moment the claim petitions are filed before the Claim Tribunals, they will be decided at the earliest and there will be no bar for the payment. So far as the dead are concerned, Rs. 2 lakh are being paid to them. For various types of injuries there is a classification and accordingly, it will be up to Rs. 1,80,000, depending upon the nature of injury. So far as payment of compensation to the victims under the Act is concerned certainly there are reports that delay is taking place. So, the other day I asked my staff, some inspectors, some local officers, to assist in this case in coordination with the civil administration. I have also had a talk with the civil administration because normally most of the victims are innocent poor people and it becomes difficult for them to file a claim petition. For that reason I have asked them to see that they are given proper guidance so much so that the compensation is paid at the earliest.

DR. RATNAKAR PANDEY: The House is satisfied with your replies.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): But the Minister is not satisfied with himself!...(Interruptions)...

†[Transliteration in Arabic script.

SHRI MALLIKARJUN: Sir, so far as the maintenance aspect is concerned, the Railways are very conscious of maintenance. That is why we have mentioned how, round the clock, the railway personnel work in the different disciplines, and it is all coordinated action which goes on.

So far as load on the track is concerned, normally we do not allow any extra load to be put on the track. The condition of the track is very much known to us and we have also modern scientific equipment to know the condition of the track.

Our friend, Mr. Gurudas Das Gupta, has mentioned some points like using over-aged coaches or locomotives. Sir, it is true that we might be running more passenger trains or even more goods trains. Because the demand and the requirement are so much, we have to attend to, repair and see that even some over-aged coaches are used for the transportation of passengers and even goods. As you know, Sir, we produce about 2,200 coaches every year. Last year we had procured 22,000—23,000 wagons. In spite of all these, the demand is so high. Every year the target of freight transport is going up and, at the same time, the demand for passenger coaches also is going up. So, with whatever resources that are at our disposal, the Railway Administration is making all-out efforts to see how best satisfaction could be obtained out of this service.

Sir, in this case, Ram Awadhesh Singhji has asked whether there was any...

श्री सुरेन्द्रजीत सिंह ब्रह्मचरिणिया
(बिहार) : राम अवधेश जी चले गये हैं,
उत्तर का जवाब मत दीजिए ।

AN HONOURABLE MEMBER: He is not here.

SHRI MALLIKARJUN: Since he is not present, I will take up Dr. Ratnakar Pandeyji's point. Dr. Pandey has asked about the Commissioner of Railway Safety...

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Mr. Minister, you are entitled to clarify the position. Although the Member may not be present, the House is here. The House is continuing and the House may like to know. ... (Interruptions)... You should not say that only because the Member is not there you will not answer him ... (Interruptions)...

SHRI V. NARAYANASAMY (Pondicherry): Let the honourable Minister reply elaborately. We are here to hear him.

SHRI MALLIKARJUN: Sir, so far as the inquiry by the Commissioner of Railway Safety is concerned Ratnakar Pandeyji has asked... (Interruptions)...

SHRIMATI MIRA DAS (Orissa): He cannot leave Ram Awadheshji's point. He should take it seriously.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): You take up Ram Awadheshji's point. You should not omit it like that. That is not a good practice.

SHRI MALLIKARJUN: Sir, so far as the inquiry by the Commissioner of Railway Safety is concerned, Pandeyji has inquired as to how much time he would take. In this case also I have to inform the august House that the Commissioner of Railway Safety is not under the Railway Ministry. He works under the Ministry of Civil Aviation. He is an independent authority by himself so that no railwayman can influence him with his technical background. We will only urge upon him to submit his report as early as possible.

So far as suspension of the staff is concerned, in this case, since I myself had been there personally, no such *prima facie* case was found. So, we do not want unnecessarily to suspend the staff unless and until the report is submitted by the Commissioner of

Railway Safety. As far as the astrological observation is concerned, I do not know whether the accidents are being governed by the Mars or the Jupiter. It is all a new research. We have to think about it. In fact, if our hon. Member, Dr. Ratnakar Pandeyji could take the initiative in this matter and do some research and advise us, then, we will think about it.

SHRI V. NARAYANASAMY: Sir, about the compensation, Members have raised a unanimous voice that the compensation which initially they give now, is not sufficient. Will the Minister consider increasing it?

SHRI MALLIKARJUN: In fact, Rs. 5,000 *ex gratia* is paid on death. But since I was there personally, I have made it Rs. 10,000. This is just *ex gratia*. But certainly the families of the dead persons will get a compensation of Rs. 2 lakhs.

Sir, accidents are painful whether they are previous accidents or today's accidents or tomorrow's accidents. We have to prevent them.

SHRI V. NARAYANASAMY: Tomorrow also are you expecting an accident?

श्री राम नरेश यादव : उग्रवादियों का भी हाथ हो सकता है, इस पर भी मान-नीय मंत्री जी आप जरूर जांच कराइए ।

SHRI MALLIKARJUN: In this, in all fairness, we have not found any such indications. Somebody asked whether any fish-plates were removed or whether there was any sabotage. There was no removal of fish-plates. Everything was intact.

But one fact of reality is that it is one-in-forty gradient. It is a 11-degree curve. That is why we were not able to establish how this has happened.

But, Sir, again, the capacity of the train is to carry only about 210 passengers. But, unfortunately, there

were more than 350 passengers. Some passengers were on the footboards, and some were also on the couplers.

SHRI V. NARAYANASAMY: Why did you allow them?

SHRI MALLIKARJUN: We do not allow this. In fact, from this august House I will appeal to all the passengers who have made it a habit of travelling on the roof of the train or on the footboards or on the couplers not to do so. Even if it is crowded, they should enter into the coaches; it does not matter. Sometimes people travel very freely on the roof of the train.

SHRI GURUDAS DAS GUPTA: This is another aspect of the painful tragedy. The trains are so few that people have to take to this dangerous course. The Minister may kindly assure that he will increase the number of trains. Otherwise, this is bound to happen. What is the use of making this pious appeal?

SHRI MALLIKARJUN: This is what I have replied to my hon. friend, Mr. Gurudas Das Gupta's question on using over-aged coaches and so on and so forth. The demand is more. To meet the demand we are trying to repair them and put them into action. Everyday more than 1 crore passengers are travelling from one remote area to another remote area. As you know, because of the constraints of resources at our disposal and so on and so forth, we are not able to meet the requirement. So, this inherent reality one has to understand. We have to serve. So, for that reason, sometimes, if we have torn clothes, we stitch and use them. We simply cannot throw them away unless and until they become completely torn. That is how because of our various conditions which are prevailing and because we have to run the system and we have to deliver customer satisfaction.....

SHRI GURUDAS DAS GUPTA: That is a risk hazard.

SHRI MALLIKARJUN: The risk hazard is there. I am not denying it. But if I cut tomorrow one passenger train, again you will get up.

SHRI GURUDAS DAS GUPTA: Just a minute, Sir. I wanted a specific information. You are arguing. You are earning additional revenue. How will it be spent?

SHRI MALLIKARJUN: Sir, I have informed what I have informed. Enough is enough. You have raised the question, and I have answered it. I am not answering more than that. You can get up and go on talking about it.

DR. JINENDRA KUMAR JAIN: If the overcrowding causes accidents then, you have to increase the trains. *(Interruptions)*

SHRI MALLIKARJUN: I cannot answer more than that. You just get up and start talking.

DR. JINENDRA KUMAR JAIN: Is this the way, Sir? I want to know if overcrowding causes accidents.

SHRI MALLIKARJUN: I am not saying the overcrowding the cause of the accident. I am only revealing facts and reality that existed the other day. I am not saying it is the cause. *(Interruptions)*

डा० रत्नाकर पाण्डेय : आप बार-बार खड़े हो रहे हैं *(व्यवधान)*

डा० जिनेंद्र कुमार जैन :
आप चुप रहिए पाण्डेय जी ।
You are not the Chairman. He is performing the duty of the Chairman.

DR. RATNAKAR PANDEY: Have you got the permission of the Chair to speak?

DR. JINENDRA KUMAR JAIN: Have you got the permission of the Chair to talk like this? You keep quiet. Don't interfere.

DR. RATNAKAR PANDEY: Don't shout at me.

DR. JINENDRA KUMAR JAIN: Why? You keep quiet.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): Both the Members, please sit down.

DR. RATNAKAR PANDEY: Don't misbehave in the House.

DR. JINENDRA KUMAR JAIN: I am talking to the Chair and you are interrupting me.

DR. RATNAKAR PANDEY: But don't bully the Minister.

DR. JINENDRA KUMAR JAIN: I shall bully you because you bully everybody.

DR. RATNAKAR PANDEY: Don't talk like this.

DR. JINENDRA KUMAR JAIN: I shall talk. Keep quiet.

SHRI MALLIKARJUN: The conversation is between both of them. It does not relate to me.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): You were just appealing to the passengers. You please go ahead.

SHRI MALLIKARJUN: Taking this opportunity, I appeal to them. Nobody should get excited about it. So far as the other preventive safety measures which we should take are concerned, I may point out that we have already constituted two high-level multi-disciplinary safety teams of the Railway Board to go to different zonal railways and find out reasons for these accidents. We are making surprise checks against carriage of inflammable explosive materials in passenger trains. We are imparting intensive training, including psychological checks of staff in operational categories and are monitoring the performance of the staff in the critical safety categories such as drivers, guards, station masters

and so on and so forth. We are fully aware of the problem.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): The assurance that they want is that you are aware and you will try...

SHRI GURUDAS DAS GUPTA: I wanted an answer on a specific question. I asked how much of the additional revenue that the railway is earning through fares and freights is being used, not for comfort, but for safety.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): He is replying to it.

SHRI MALLIKARJUN: When I mentioned that an auxiliary warning system has been developed, a panel inter-locking system has been developed, axle counter has been developed and so on, the revenue is put for all these purposes also. This is so far as the safety measures are concerned.

SHRI GURUDAS DAS GUPTA: My question is, why are obsolete engines being used? That is the reason why they go out of the track.

SHRI MALLIKARJUN: No obsolete engines are being used. Until and unless they are fit, we won't use them at all.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): There are train examiners also, who do it.

SHRI MALLIKARJUN: Yes, Sir. Everything is being examined. Even coaches before forming a train, are being examined properly. They are

being attended to. It is very painful to say some of the passengers in some areas take away the fittings of the trains. They take away bulbs and even doors. In such sections if we replace them and when the train goes there, it again comes out like that. Such passengers, who are utilising the trains, should also become conscious of these things. They are also part and parcel of the Government. They must try to help in such a manner that the service is satisfactory to them. As I have said two high-level multi-disciplinary safety teams have been constituted by the Railway Board. They are going to different railway zones to find out all these things. Accidents caused by mechanical failures are only 25 per cent. More than 60 per cent of the accidents are caused by the human failure. This is the finding of the Commissioner of Railway Safety who conducts investigations, inquiries and submits reports. Every year the annual report of the Chief Commissioner of Railway Safety is submitted. Sometimes the Commissioner, Railway Safety, suggests certain remedies and we adopt them.

With this I hope the hon. Members will extend full sympathy.

THE VICE-CHAIRMAN (SHRI BHASKAR ANNAJI MASODKAR): We have already done that.

The House is adjourned till 11 a.m. tomorrow.

The House then adjourned at thirty minutes past six of the clock till eleven of the clock on Tuesday, the 10th December, 1991.