

राव बोरेन्द्र सिंह : मेरे पास यह सारा स्टेटमेंट है, हर महीने के आंकड़े हैं, अगर आप फरमायें तो मैं पढ़ दूँ।

श्री सभापति : नहीं नहीं पढ़िये नहीं। जैसे मैंने कहा है दाल में काला पड़ा है, अब तो दाल में काला पड़ रहा है, आगे बढ़ने ही नहीं दे रहे हैं।

Should we not pass on something else? I think, we go to the next question. Enough is enough.

SHRI N. P. CHENGALRAYA NAIDU: Sir, you called me also.

MR. CHAIRMAN: But we have enough of these pulses.

SHRI N. P. CHENGALRAYA NAIDU: Sir, as agriculturists, we have to put some questions. You allowed the consumers and not the producers to put the questions. You allow the producers.

MR. CHAIRMAN: You are so far below the others that now I have to think of the other questions also. 20 persons have asked their questions.

They also wanted to ask. Now, Question No. 143.

#### Train Accidents

♦143. SHRI RAM LAKHAN PRASAD GUPTA:

SHRI LAL K. ADVANI:

Will the Minister of RAILWAYS be pleased to state the number of major and minor train accidents which took place and the loss of life and property suffered as a result thereof during the following periods:—

(i) from March 25, 1977 to July 20, 1979;

(ii) from July 21, 1979 to January 15, 1980?

(iii) from January 16, 1980 to December 31, 1980; and

(iv) from January 1, 1981 to January 15, 1982?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): A statement is laid on the Table of the Sabha.

#### Statement

Periods	No. of train accidents, both major and minor	No. of persons killed	Cost of damage to Rly. property
			(in crores of Rs.)
(1) from March 25, 1977 to July 20, 1979	2,105	618	10.6
(2) from July 21, 1979 to January 15, 1980	432	135	3.8
(3) from January 16, 1980 to December 31, 1980	946	211	5.9
(4) from January 1, 1981 to January 15, 1982	1,154	346	11.7

†The question was actually asked on the floor of the House by Shri Lal K. Advani.

SHRI LAL K. ADVANI; Sir, a major train accident took place on the 31st of August, 1981, involving the Tamil Nadu Express. An hon. Lady-Member of this House also was involved in that accident. Sir, the Government conducted an inquiry into that accident. And the findings of the Enquiry, apart from commenting on that particular accident itself has this observation to make:

"My assessment of the situation," writes Mr. B. P. Sastry, Commissioner of Railway safety, "which is also shared by several others including some of the Railway officials who deposed before me in this Inquiry but who were not prepared to go on record for obvious reasons is that a small but influential section of Railway officials appear to be believing in the philosophy 'speed at any cost'. Somehow this wrong philosophy appears to have become the way of life with certain officials and it appears to be so much deep-rooted that it needs sustained and determined efforts to erase it out of their minds and substitute it by the philosophy 'speed with safety\*.'"

He goes on to say:

"The fact that in almost all the Divisions long lists of drivers exceeding the maximum authorised speed appeared day after day and week after week without any let up in the frequency on such accidents leads one to the inevitable conclusion that speed-monitoring as practised on the Railways was halfhearted and ineffective."

Now, this is a severe indictment of the Railway administration as a whole, apart from the findings in respect of this particular incident, I would like to know from the Minister what has been done in this regard, what steps have been taken and what action has been taken to ensure that this failure

on the part of the administration, which is costing the country so many lives, which has made train travel absolutely insecure, and what is being done about it.

SHRI MALLIKARJUN: Sir, so far as the running of the trains is concerned, whether they be goods trains or passenger trains or fast passenger trains like the Tamil Nadu Express, speed limits are invariably prescribed and everybody observes the speed limits. The drivers who are responsible for these things are taken up and also sent on refresher courses and they are being alerted now and then in this regard. Then, it is also ensured that they do not come drunk on duty and this check is done by breathalyser tests and so many other things are being instructed to the drivers. The maximum speed at which the Tamil Nadu Express was going was 100 odd kilometres or something like that.

MR. CHAIRMAN; You gave 100 odd or something like that. What is 'something like that'?

SHRI MALLIKARJUN: I am sorry, Sir; 'like that' in my sense means the allowed speed.

MR. CHAIRMAN; How much? The question asked by Mr. Advani is that the railways are trying, like the taxi drivers, to run the trains faster than they can. Trains cannot run beyond a particular speed. That is the question which Mr. Advani has raised.

SHRI PILOO MODY. Why are you comparing the taxi drivers? (*Interruptions*).

SHRI MALLIKARJUN; The rate of speed is not given. But in a different way at the time of deposition some people have expressed the view that there are some three officials who are interested in running the trains at a fast speed. (*Interruptions*).

MR. CHAIRMAN; What are you doing about it, is the question Mr. Advani has asked. Very simple.

SHRI C. K. JAFFAR SHARIEF; Sir, the Report of the Safety Commissioner in under the examination of the Board. Sir, different trains, fast and super-fast trains, metre-gauge as well as broadgauge, have got their speed-limits and the drivers are supposed to drive only according to those restricted speed limits and not beyond them. Where actually they have exceeded the speed limits, if that is the cause of the accident, we have called it as a human failure and various reports are there. We are trying to build up the necessary consciousness in the drivers by giving them refresher course and by talking to them. In this connection the latest thing is that only a few days back, only during the last week, our Minister and we had a meeting with the drivers, with the signalling staff, with the guards and with the station masters, in fact with every one who is concerned with the safety aspect.

SHRI LAL K. ADVANI: sir, you will appreciate that my question has not been answered. I have not given my opinion. I have only referred to the Committee's Report, which is with the Government. On that basis, they might have either said, we do not agree with it. They can't say that. But he says that it is not merely the drivers who are at fault. The speed monitoring by the railway administration is faulty as a result of which long lists of drivers exceed the maximum authorised speeds day after day and week after week, without any let up in the frequency of such accidents.

MR. CHAIRMAN.- Does the report refer to any recording on graph paper or some such thing \_\_\_\_\_

SHRI LAL K. ADVANI. No.

MR. CHAIRMAN:.. in the engine itself or in the train itself? Is there any recording (*Interruptions*).

SHRI LAL K. ADVANI; There are elaborate details. I had expected from them to tell me whether speed monitoring, and the comments made

by this inquiry committee about the failure of the railway administration insofar as the speed monitoring is concerned, is half-hearted and ineffective? Do they accept this verdict and if so, what action has been taken in pursuance of this report to remedying this situation? This was my question to which no answer has come.

SHRI C. K. JAFFAR SHARIEF; I have already said that the report to which he has referred, is under examination. Unless the report is thoroughly examined, how can we come to any conclusions. I

SHRI LAL K. ADVANI: Since how long?

SHRI C. K. JAFFAR SHARIEF: How can I say that we have accepted or not accepted the report without going into the merits of the issue. (*Interruptions*).

SHRI LAL K. ADVANI: When was the report made? When is it expected to be decided?

SHRI MANUBHAI PATEL: In the mean time more and more accidents will take place.

SHRI. MALLIKARJUN; For the information of this hon. House, I may tell you that the speed allowed for super-fast trains 110 kilometres but the Commissioner of Railway Safety has observed that this train was going at a speed of over 120 kilometres per hour. In general sense, all these monitoring and other factors for safety consciousness are being looked into ever since the new Minister took over and he is concentrating on it. Monitoring factor is also one of the factors.

SHRI LAL K. ADVANI: sir, he himself is an old Minister; why put the blame on somebody else? Poor Kedar Pandey is being blamed.

SHRI C. K. JAFFAR SHARIEF: What my colleague meant was, after the new Minister took over, we are personally monitoring the punctuality

of the trains to avoid late running. As you are aware, many a time in the House, many hon Members have complained about late running of trains. (*Interruptions*). It is all inter-related. So we are personally monitoring this.

SHRI MANUBHAI PATEL: Let the Cabinet Minister reply.

SHRI ARVIND GANESH KUL-KARNI: I only want to submit that Ministers are playing like shuttle-cock among themselves. Please monitor that kind of shuttle-cock being played.

MR. CHAIRMAN: I am glad that Mr. Sethi is on his legs now.

SHRI P. C. SETHI: Normally, junior Ministers have to reply to some questions, and, therefore, I am giving them the opportunity of answering some of the questions.

MR. CHAIRMAN: But I wanted the House to run on time.

SHRI PILOO MODY: Mr. Chairman, there is only one way of describing\* it is a head-on collision.

SHRI P. C. SETHI: No question of collision. The question is of a general nature which has been asked as to from which time to which time and how many accidents have taken place. The question naturally appears to be relating to periods of various Ministers, which were under Mr. Dandavate, then Mr. Pai, then Mr. Pandey...

MR. CHAIRMAN: But they were not driving the trains.

SHRI P. C. SETHI: I am coming to the main thrust of the question. Therefore, I must frankly admit that as far as this particular question of Tamil Nadu Express inquiry is concerned, we never expected—personally I never expected—that any question will shoot out of this particular accident.

SHRI LAL K. ADVANI: I did not ask about this particular accident.

SHRI P. C. SETHI: Therefore, I have no details with regard to the

inquiry which the hon. Member has referred to about the Tamil Nadu Express, and unless the report is examined and comes to us, it would not be in the best interest to either admit or deny these facts. I can only say that we have observed during this short span of time that I am here that in certain cases, certainly the speed limit and the speed signals which have been provided on the track are not being observed. And I am not referring to this particular committee—this may be one of the reasons, if not for a head-on collision, but at least for the derailment of the train. Secondly, the maintenance had been poor. Therefore, apart from human failure, there have been accidents on account of poor maintenance. We are all trying to look into these problems and I can assure you, Sir, and the hon. House that as far as we are concerned, we would see to it that the speed of the train or the fast running of the train should not be at the cost of safety.

SHRI LAL K. ADVANI: I am grateful to the Minister for admitting candidly about poor maintenance and over-speeding which is going about, because we are all concerned about it. I would like to know how much mileage or kilometreage of the railway track needs immediate replacement. One of the factors which is responsible for this kind of frequency in accidents is that a large section of the track needs repair and imperative replacement. What is the total mileage involved?

SHRI P. C. SETHI: As far as the track is concerned, 14,000 to 18,000 Km. of track requires to be replaced, because, some fractures have developed. Therefore, every year, there is a programme of replacement of the tracks. We were short of rails. "We have imported quite a few tonnage of rails from outside. Therefore, we are trying our best within the given means to replace these tracks and, as far as possible, wherever the track is not being replaced, it is being looked after properly by ultrasonic detectors so

that we can know about the defects. We are also having detection cars so that we can know about the condition of the track.

श्री जे० के० जैन : सभापति महोदय, रेलवे एक्सपर्ट्स में बड़ोतरी को ध्यान में रखते हुए सरकार क्या श्री\*\*\* को रेलवे मंत्रालय में कोई जिम्मेवारी या कोई विभाग सौंपने का कोई प्रयोजन रखती है क्योंकि श्री . . . . .

MR. CHAIRMAN: This is irrelevant.

श्री जे० के० जैन : ना, सर मैं रिकार्ड की बात कह रहा हूँ। उन्होंने स्वयं इस हाउस में कहा था कि मैंने रेल की पटरियों को सैबोटिज किया—यह रिकार्ड की बात है—इस को आप इरिलेवेंट कह कर नहीं टाल सकते, क्योंकि ये लोग जनता पार्टी के शासन में रहे हैं, ये दिखाना चाहते हैं कि इनके शासन में एक्सपर्ट्स कम हुए। (व्यवधान)

SHRI PATITPABAN PRADHAN: Sir, on a point of order. (Interruptions) ...

SHRI MANUBHAI PATEL: Any Member of the other House cannot be referred to here.

श्री श्री० के० जैन : हमारी सरकार को बदनाम करने के लिये उन लोगों का यह प्रयास है . . . .

श्री सभापति : नहीं दूसरे सदन के मेम्बर का नाम आप इस तरह नहीं ले सकते।

SHRI J. K. JAIN: I am only asking, is there any proposal to give him some employment? I am not saying that he is doing it. I am only asking, is there any proposal to give some employment to \* \* \* This is my question. (Interruptions) Why are you replying to the question? (Interruptions)

•Deleted as ordered by the Chair.

SHRI MANUBHAI PATEL: Sir, any reference to a Member of the other House should be expunged.

SHRI J. K. JAIN: I am only asking, is there any proposal to give employment to \* \* \* in the Railway Ministry?

MR. CHAIRMAN: I am not going to allow this question to be asked. This has nothing to do with the question which has been tabled. And secondly, it is not proper to name a Member of the other House with a sort of innuendo that there is something wrong being done. I think it is just not etiquette. Otherwise, they will be mentioning you.

SHRI J. K. JAIN: Is there any harm in giving a proposal?

MR. CHAIRMAN: No. The name should be deleted. The question need not be answered.

SHRI R. RAMAKRISHNAN: Sir, recently, the Indian Railways have, unfortunately, become a butt of so many jokes going around. The latest joke I heard when I came to Parliament was, somebody wanted to buy Potassium Cyanide to commit suicide, but he was told 'do not waste so much money, just take a ticket and go by a train'. Of course, the hon. Minister cannot be blamed for this. But arising out of this question, I would like to know whether recently, the Rail-way Ministry or the Railway Board has issued any instruction to the various Zonal Managers saying that accidents which generally involve loss of human life should not be publicised. Normally, even where a goods train meets with an accident at some wayside station, where the Press Reporters will not be able to go, some sort of a Press note is issued. Now, is there any such instruction? Railway accidents are so much in the news. I would like to know, has the Railway Board issued any instruction like this

to the Zonal Railways not to publicise these accidents?

MR. CHAIRMAN: Any kind of accident.

SHRI P. C. SETHI: As far as accidents are concerned, whether they are derailment or major or minor accidents, it is not correct to say that they are not to be publicised. Every day, there is some news about this in the newspapers. Therefore,...

MR. CHAIRMAN: Mr. Minister, it is not a very nice thing to admit that every day there is news. (*Interruptions*)

SHRI SUNDER SINGH BHAN-DARI: Most objective interpretation.

SHRI V. GOPALSAMY: Mr. Chairman, Sir, previously the railway coaches-

**श्री जगदीश प्रसाद माथुर :** उधर के तीन-तीन बुला दिये हैं, मेरी और भी देखिये ।

**श्री सभापति :** उधर की साइड भी भी तो देखें ।

SHRI V. GOPALSAMY: First let me put my question, Sir.

MR. CHAIRMAN: They all want to climb the train. They will even sit on the roof.

SHRI V. GOPALSAMY: Previously the railway coaches and railway engines were regularly sent to the regular workshops for periodical overhauling. This practice was strictly followed during the British days and till late seventies. Now, according to my information the railway coaches are not sent for overhauling after every six months to the regular workshops every year. Instead they are sent to the loco sheds. This is also the cause of serious accidents, apart from human failure. I would like to know from the hon. Minister whether instructions will be given to the concerned officials to correct this practice.

SHRI MALLIKARJUN: It is true because of long-standing accumula-

tion of the overaged ones, for some of the wagons and coaches the periodical overhauling was not being done regularly and there was some time-lag. But now the periodical overhauling and routine overhauling have been augmented in the last one and a half years onwards.

The overhauling capacity and maintenance capacity in the Mechanical Workshops has gone up to the extent of 90 per cent, compared to the earlier 80 per cent or so. All necessary precautions and the infrastructure needed to augment overhauling have been intensified. I admit that there are some overaged coaches and wagons which are not in a fit condition for the various reasons which have already been mentioned by the Minister for Railways regarding maintenance. That lacuna is being removed with intensified will.

**श्री जगदीश प्रसाद माथुर :** श्रीमान्, मंत्री जी ने खुद स्वीकार किया है कि मेंटिनेंस में गड़बड़ी से एक्सीडेंट्स हुए हैं और हो रहे हैं । क्या उन्हें मालूम है कि रेलवे में दो प्रकार के मैनिनिकल इंजीनियर्स लिये जाते हैं । एक तो डिप्टी होल्डर्स होते हैं और दूसरी पद्धति यह है जिसे वह स्पेशल एंप्रिन्टिस कहते हैं, वह ट्रेनिंग नहीं होते, इंटरमीडियेट या ग्रेजुएट होते हैं और थोड़े दिन की ट्रेनिंग देने के बाद इंजीनियर बनाये जाते हैं । उनमें से बहुत से ऐसे हैं जिन्होंने आज तक क्वालीफाई नहीं किया । क्या उन्हें यह भी मालूम है कि इन मैकेनिक इंजीनियर्स के जो डिप्टी होल्डर्स हैं और जो एंप्रिन्टिस से बने हैं, उनके बीच में दो तीन साल से संघर्ष चल रहा है और इसके कारण रेलवे के इंजनों और कोचेज में मेंटिनेंस में गड़बड़ी है ? तो क्या वह यह बतायेंगे कि क्या यह संघर्ष है और क्या जो स्पेशल एंप्रिन्टिस हैं जो कि क्वालीफाई करते हैं, दो साल की सीनियरिटी का उनको एडवांटेज नहीं

मिलता, इसलिये उनमें संघर्ष है और क्या आप ऐसे स्पेशल एग्जेंट्स के रूप में अभी भी लोगों को ले रहे हैं ?

SHRI P. C. SETHI: As far as this question is concerned, it does not arise out of this. However, I would like to clarify from memory that there are Jamalpur-trained engineers and Jamalpur-trained people on the staff of the railways. In 1960, with the approval of the Union Public Service Commission, their seniority was fixed and therefore they have all along been in the Mechanical Department going up to the highest positions of the Railway Board. Recently, on account of some representation, the seniority has been changed, but the whole matter has been challenged in a court of law and is also pending before the UPSC. Therefore, because the matter is *sub judice*, I would not like to say anything now. There is some conflict but, on account of this conflict—I can assure the hon. Members—maintenance of the railways and railway track would not be allowed to suffer.

श्री संघद रहमत अली : मैं मिनिस्टर साहब से यह जानना चाहता हूँ कि क्या उनके इल्म में यह बात कभी आयी है कि ट्रेन को चलाने वाले जो ड्राइवर या असिस्टेंट ड्राइवर हैं वह शराब के नशे घुत रहते हैं जिस की वजह से भी एक्सीडेंट हो रहे हैं। दूसरी बात मैं यह भी जानना चाहता हूँ कि क्या रेलवे में जो इन्वेन्टिवस का सिस्टम शुरू किया गया है उसकी वजह से इन्वेन्टिव पाने के लिए वर्कशॉप में ज्यादा से ज्यादा प्रोडक्शन बताते हैं, लेकिन रेलवे अथॉरिटी की तरफ से क्वालिटी टेस्ट करने की या चेक करने की कोई एजेंसी मौजूद नहीं है जिस की वजह से एक्सीडेंट आये दिन होते जा रहे हैं।

† [شری سید رحمت علی : میں  
منسٹر صاحب سے یہ جاننا چاہتا

† [ ] Transliteration in Arabic script.

हों कि क्या उनके इल्म में यह बात कभी आयी है कि ड्राइवर या असिस्टेंट ड्राइवर शराब के नशे घुत रहते हैं जिस की वजह से भी एक्सीडेंट हो रहे हैं। दूसरी बात मैं यह जानना चाहता हूँ कि क्या रेलवे में जो इन्वेन्टिवस का सिस्टम शुरू किया गया है उसकी वजह से इन्वेन्टिव पाने के लिए वर्कशॉप में ज्यादा से ज्यादा प्रोडक्शन बताते हैं, लेकिन रेलवे अथॉरिटी की तरफ से क्वालिटी टेस्ट करने की या चेक करने की कोई एजेंसी मौजूद नहीं है जिस की वजह से एक्सीडेंट आये दिन होते जा रहे हैं।

श्री मल्लिकार्जुन : मान्यवर, ड्राइवर या असिस्टेंट ड्राइवर शराब पीकर गाड़ी नहीं चला रहे हैं। जब ड्राइवर या असिस्टेंट ड्राइवर चलते हैं उसके पहले उनका ब्रेथलाइजर टेस्ट लिया जाता है कि वह शराब पिये हैं या नहीं पिये हैं। वर्कशॉप में इंजन और डिब्बों के बारे में स्पेसिफिकेशन रहता है, उनकी प्रायरली परीक्षा की जाती है।

MR. CHAIRMAN: Last question. Mr. Pandey. (Interruptions) ...

SHRI GURUDEV GUPTA: Sir, from the very beginning I have been asking.

MR. CHAIRMAN: I can't ask everybody. I have given you enough chances.

श्री नरसिंह नारायण पाण्डेय : श्रीमन्, अभी स्टेट रेलवे मिनिस्टर ने कहा कि बहुत से एक्सीडेंट्स की इनक्वायरी रिपोर्ट बोर्ड में पड़ी हुई हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या उनकी कोई जिस्ट आपके पास पहुंचेगी जिससे आप—जो भी कारण बताये गये

हैं—उन पर मजबूती से कार्यवाही कर सकें? हर जोनल रेलवे में एक चीफ ओपरेटिंग सुपरिण्डेंट होता है। जितनी एक्सप्रेस ट्रेन होती हैं, मेल ट्रेन होती हैं उनकी रिपोर्ट, उनकी स्पीड कितनी है, कहां से चली है, कहां है, कम्प्लोट चार्ट उसके पास रहता है, उसके पास नक्शा रहता है, उसके पास मेकेनाइज्ड डिवाइस भी रहती है जिससे वह कंट्रोल फोन से जान लेता है कि यह ट्रेन फ्लां स्टेशन से चली है, लाइन क्लियर है या नहीं जिससे उस को क्लियरेंस हो सकता है और एक्सीडेंट्स को एवाइड किया जा सकता है। कितने चीफ ओपरेटिंग सुपरिण्डेंट्स के खिलाफ कितनी जांचें हैं जहां पर एक्सीडेंट्स होते हैं आपने कार्यवाही की, आपने उनको सस्पेंड, डिस्मिस किया या चार्जशीट लगायी और जहां ज्यादा एक्सीडेंट हुए क्या वहां कुछ लोगों को कम्प्लेनरी रिटायरमेंट भी दे दिया? ज्यादातर क्या यह बात भी सही है आपके जो वर्कशाप हैं जहां आप के पुराने इंजन पड़े हुए हैं जो मेल और एक्सप्रेस ट्रेन में लगते हैं इन्हें बावजूद कि ड्राइवर कहते हैं कि यह वर्कशाप में गये हैं, इन को ठीक से एग्जामिन नहीं किया गया है, इन को ठीक से देखा नहीं गया है, जो आप का वहां का चीफ मेकेनिकल मैनेजर है, जो जिम्मेदार है वह उस पर दस्ताखत कर दिया करता है और उसको क्लियरेंस दे देता है। उसका सारा मेंटेनेंस नहीं हो पाता। इस तरह की रिपोर्ट, इस तरह के टेलीग्राम हमारे वहां के लोगों ने भेजे हैं। मैं माननीय मंत्री जी से जानना चाहता हूं कि इस के लिए किस को आप जिम्मेदार मानते हैं? क्या आप अपने बोर्ड के मेकेनिकल इंजीनियर के ऊपर भी कोई जिम्मेदारी आयात करते हैं? उसको जिम्मेदारो इन सब चीजों के मेंटेनेंस की है जिससे ठीक तरह से मेंटेनेंस हो सके और ठीक तरह

से इंजन चल सकें।

श्री प्रकाश चन्द्र सेठी : अभी तक तीन इन्क्वायरी कमीशनों की रिपोर्टें इस संबंध में आयी हैं जो इन्क्वायरी कमीशनर्स इन रेल एक्सीडेंट्स के संबंध में बने थे। उनमें से पहला था कुंजरू कमीशन, दूसरा था बांचू कमीशन और तीसरा था सीकरी कमीशन। इन तीनों कमीशनों की रिपोर्ट रेलवे मंत्रालय और रेलवे बोर्ड के पास है और उन में से अधिकांश जो उन की रिकमेंडेशन्स हैं, जो उन की सिफारिशें हैं उन पर अमल किया गया है और जिन पर अमल नहीं किया गया है उन को देखा जा रहा है। लेकिन उन में से अधिकांश सिफारिशों पर अमल किया गया है। जहां तक एक्सीडेंट्स से ताल्लुक रखने वाले लोगों को निकाले जाने का सवाल है, मैं माननीय सदन को बताना चाहता हूं कि 25-3-77 से 20-7-79 तक करीब 59 लोगों को नौकरी से हटाया गया था और दूसरे में 21-7-79 से 15-1-80 तक 17 लोगों को निकाला गया और तीसरे में 16-1-80 से 31-12-80 तक 28 लोगों को निकाला गया और 1-1-81 से 15-1-82 तक 19 लोगों को निकाला गया। इसी प्रकार कई लोगों को रिटायर किया गया है और रिटायर्ड लोगों की संख्या 244, 82, 8 और 24 है और जिन लोगों का इन्कीमेंट रोक़ा गया है उन की तादाद है 1105, 228, 438 और 27, तो इस प्रकार से विभिन्न समयों पर जो एक्सीडेंट्स हुए हैं उन के अनुसार विभिन्न अवधियों में कार्यवाही की गयी है। लेकिन हाल ही में जो मैंने एक टोम कायम की है, सेफ्टी टीम, उस की दो टीमों ने काफी जोन्स में दौरा कर के जो रिपोर्ट दी है उस में यह बात सामने आयी है कि सेफ्टी के सिलसिले में या एक्सीडेंट्स के सिलसिले में जितनी तुरन्त कार्यवाही



होनी चाहिए थी और जितनी सख्त कार्यवाही होनी चाहिए थी उतनी नहीं होती रही है और इस लिये अब यह आदेश दिये गये हैं कि जिन लोगों की एक्सीडेंट्स के लिये रेस्पॉन्सिबिलिटी हो उन पर तुरन्त कार्यवाही की जाय और ज्यादा से ज्यादा कठोर कार्यवाही हो सकती है वह की जाय ।

श्री गुरुदेव गुप्त : मान्यवर, यह बड़े दुख की बात है कि 1 जनवरी, 1981 से जनवरी, 1982 तक रेलवे दुर्घटनाओं में भारी वृद्धि हुई है और उन पर नियंत्रण नहीं पाया जा रहा है । इस लिये मंत्री जी अहिंसा चिन्तित हैं और प्रयत्नशील हैं । तो मैं जानना चाहूंगा कि रेलवे बोर्ड जिस के पास रेलवे के संचालन की संपूर्ण प्रभुसत्ता निहित है उसने इन दुर्घटनाओं को रोकने के लिये क्या कार्यवाही की और यदि रेलवे बोर्ड सक्षमता से इस रेलवे का संचालन देश में नहीं कर पाता है तो उस को भंग करने के बारे में सरकार का क्या विचार है ?

श्री मल्लिकार्जुन : रेलवे बोर्ड को बंद करने का सवाल इस से उत्पन्न नहीं होता ।

श्री सभापति : यह इसमें उठता ही नहीं । खैर हुई कि उन्होंने आप को रवाना नहीं कर दिया ।

श्री मल्लिकार्जुन : यह दूसरी बात है कि उस के लिये क्या कदम उठाये जा रहे हैं इन दुर्घटनाओं को रोकने के लिये । इसके लिये मैं पहले ही सदन में बता चुका हूँ कि क्या क्या कदम सरकार ने उठाये हैं ।

श्री गुरुदेव गुप्त : मेरे सवाल का जवाब नहीं आया ।

MR. CHAIRMAN: Mr. Gurudev Gupta has been wanting to ask a question for a long time.

श्री गुरुदेव गुप्त : मैंने पूछा था कि क्या कार्यवाही की गयी ? किसी को

जिम्मेदार ठहराया या नहीं ठहराया और क्या इसके बारे में रेलवे बोर्ड पर कोई कार्यवाही की गयी ?

श्री प्रकाश चन्द्र सेठी : जहाँ जहाँ इन्कवायरी करने की जरूरत हुई है कमीशन बिठाये गये हैं, इंडिविजुअल एक्सीडेंट्स की इन्कवायरी के लिये और जो लोग जिम्मेदार पाये गये हैं उनके खिलाफ कार्यवाही की गयी है और जहाँ कमजोरी है उस को मजबूत करने की कोशिश की जा रही है ।

SHRI ERA SEZHIYAN: Regarding the increase in the number of the railway accidents, two factors have been reported to be responsible. One is the action of the Railway Board in issuing an order by a telegram in October, 1980 suspending the periodic overhaul of all wagons except those which were unserviceable. The second is the order issued by the Board in January, 1981 allowing the loading of the BOX type of wagons five tonnes more, that is 10 per cent more. These two orders have led to the alarming increase in the rate of the accidents. I would like to know what happened to these two orders issued by the Railway Board.

MR. CHAIRMAN: First, whether it is a fact.

SHRI P. C. SETHI: As far as overloading of wagons is concerned, as an experimental measure for some time, the Board allowed five tonnes extra to be loaded in BOX wagons which are considered to be equivalent to two and a half times the four-wheeler wagons. Now, after this experimentation and after clearing the backlog, they have come back to the position of two tonnes overloading. This is going on since quite some time.

MR. CHAIRMAN: That is safe, I hope.

SHRI P. C. SETHI: It is considered safe, Sir.

SHRI ERA SEZHIYAN: What about the first one—the stopping of the overhauling of the wagons—issued in October, 1980?

MR CHAIRMAN: That has been answered before. You were not probably listening.

SHRI P. C. SETHI: As far as end-to-end running of the trains is concerned, it is true that previously the old wagons used to be examined further every 300 or 400 kilometres. But since the formation of new trains, wherein new gear-boxes have come in which can sustain a long journey, it has been said that they should go from end to end, and after the end of the journey, there should be an intensive examination of the wagons. (Interruptions)

श्री शिव चन्द्र झा : दो ही सवाल में आपने घंटा खत्म कर दिया। (स्थगधाल)

श्री सभापति : आप मेहरबानी करके और घंटा खर्च मत करिये। Question Hour is over.

#### WRITTEN ANSWERS TO QUESTIONS

##### Upgradation of posts of Platform Supervisors and Platform Inspectors

\*141. SHRI S. KUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the posts of Platform Supervisors and Platform Inspectors are not being upgraded as was done in the case of other categories of staff in the Southern Railway from the year 1977;

(b) if so, what are the reasons therefor;

(c) whether it is also a fact that the total number of Platform Supervisors and Inspectors are only forty-two;

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(d) whether Government propose to upgrade these two categories also which may help to improve the promotional avenues in these categories; and

(e) if so, what are the details in this regard?

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): (a), (d) and (e) A demand made by the Staff Side of the Departmental Council (Railways) of the Joint Consultative Machinery for cadre review of the category of Platform Inspectors/ Supervisors is under examination of the Government.

(b) Does not arise.

(c) There are 88 posts of Platform Inspectors/Supervisors on Southern Railway.

##### Production of oilseeds

\*144. SHRIMATI RATAN KUMARI: SHRIMATI HAMIDA HABIB-ULLAH:

Will the Minister of AGRICULTURE be pleased to state:

(a) the total production of oilseeds in the country per year during the last three years;

(b) the domestic consumption of oilseeds in the country per year during the same period; and

(c) the amount of foreign exchange spent every year to import oilseeds to meet the shortage during the same period?

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT AND CIVIL SUPPLIES (RAO BIRENDRA SINGH): (a) to (c) A statement is laid on the Table of the Sabha.