

consult his family members, friends and associates and propose the names of these people to be elected. This circumstance would conclusively prove that what I had said is correct and there was never any intention or any thought of misleading the House or misleading the hon. Members. I had correctly stated the position and I stand by it.

MR. CHAIRMAN: The House stands adjourned till 2.00 P.M.

The House then adjourned for lunch at thirty minutes past one of the clock.

The House reassembled after lunch ; at two of the clock, THE VICE-CHAIRMAN, (SHRI M. P. BHARGAVA) in the Chair.

STATEMENT BY MINISTER RE COLLISION BETWEEN MADRAS-JHOWRAH JANATA EXPRESS AND A GOODS TRAIN AT ANAPARTI ON 8TH MAY, 1968

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ; (SHRI PARIMAL GHOSH): Sir, ; information has been received that 38 Down Madras-Howrah Janata Express collided with the rear of a I Down Goods Train at Anaparti Station on Rajahmundry-Waltair Section of the South Central Railway at about 01.48 hours this morning. As a result of the collision, the engine of the 38 Down Janata Express and a parcel van marshalled next to this engine derailed and capsized and the brake van of the goods train as well as the wagon marshalled next to this brake van derailed. Two other wagons of the Goods Train also derailed. The driver and a fireman of 38 Down Janata Express died. The Guard of the Goods Train and other railway employee along with two other unidentified persons have also died.

About 27 passengers travelling in the 38 Down Janata Express sustained minor injuries. The second fireman of 38 Down Janata Express sustained

tained serious injuries and has been removed to Rajahmundry Hospital.

The General Manager, South Central Railway, the Chief Medical Officer, the Chief Mechanical Engineer along with other railway officers have proceeded to the site of this accident.

The cause of the accident is under investigation.

श्री सुन्दर सिंह भंडारी (राजस्थान):

उपसभाध्यक्ष जी, वास्तव में इसके लिये क्या शब्द प्रयोग किया जाय यह कठिन हो रहा है। दुःख का विषय है कि हमें समय २ पर रेल के अन्दर एक्सीडेंट होने के समाचार मिलते हैं। इनका या तो यांत्रिक कारणों या मानवीय कारणों के आधार पर मोटा बंटवारा हो सकता है। कल भी कमेटी के सम्बन्ध में चर्चा हुई है। यह बात मैं भी मानता हूँ कि किसी मंत्री के हट जाने मात्र से एक्सीडेंट का कोई इलाज नहीं होता। मुझे लगता है कि हमारे यहाँ कोई गृह संयोग योग्य रहता है। प्राचीन काल में ऐसा था कि कुल देवियाँ कुछ भक्ष्य लिया करती थीं और जब तक उनका खप्पर नहीं भरता था तब तक बलिदानों की श्रृंखला चलती थी। मैं केवल एक ही बात पूछना चाहता हूँ कि मंत्री महाशय का एवरेज बन गया या नहीं, टोटल बना या नहीं बना कि जिसका भक्ष्य लेकर रेल एक्सीडेंट्स की परम्परा में प्रतिशत लग सके

श्री बी० डी० खोबरागड़ (महाराष्ट्र):

आपका कहना है कि मंत्री का बलिदान लेकर समाधान हो जायेगा।

श्री सुन्दर सिंह भंडारी: समाधान नहीं।

मंत्री अपना पद छोड़ें या न छोड़ें, यह उनके फैसला करने का सवाल है। लेकिन इन चीजों के बारे में कोई ऐसा पग या अनुष्ठान उठाएँ जिससे इसका इलाज हो सके।

श्री गोडे मुराहरि (उत्तर प्रदेश):

कल ही सदन में इसके बारे में बहस हो रही थी और सुबह एक और एक्सीडेंट की खबर आई है। एक तरफ तो सरकार की ओर से

[श्री गोडे मुराहरि]

कहा जाता है कि हम एक कमेटी बना देते हैं जो इसके बारे में इन्वैस्टिगेशन करेगी। कई बार ये एक्सीडेंट हो चुके हैं, कई कमेटियाँ बैठ चुकी हैं और हमें भी बार-बार उसी चीज को दोहराने में दिक्कत नहीं लगती।

श्री लाल बहादुर शास्त्री जब मंत्री थे तो एक दुर्घटना हुई और उन्होंने इस्तीफा दे दिया। उससे रेल दुर्घटनाएँ बन्द हुई या नहीं वह अलग बात है लेकिन उन्होंने आदर्श कायम किया कि इस तरह की दुर्घटना हुई, जिम्मेदारी मेरे ऊपर है, मैं इस्तीफा देता हूँ। उससे यह तो हुआ होगा कि जो भी रेल के कर्मचारी उनके नीचे काम करने वाले होंगे उनके मन में कुछ तो डर पैदा हुआ होगा कि जब मंत्री जा सकता है तो हमको भी सावधानी से काम करना चाहिए। उन्होंने तो यह मिसाल कायम की, लेकिन उनके बाद कई रेलवे मिनिस्टर आए, कई दुर्घटनाएँ हुई और एक भी मंत्री अपने पद से नहीं हटा। मैं जानना चाहता हूँ कि इसकी जिम्मेदारी किस पर होगी।

श्री शीलभद्र याजी (बिहार) : बस दुर्घटना हो जाय तो ट्रांसपोर्ट मिनिस्टर रिजाइन करे, रेल दुर्घटना हो जाये तो रेल मिनिस्टर रिजाइन करे, कैसी बात करते हैं आप ?

(Interruptions.)

श्री गोडे मुराहरि : शीलभद्र याजी के दिमाग की यह खूबी है कि बस को और रेल को एक ही स्तर पर रखते हैं और रेल मिनिस्टर और ट्रांसपोर्ट मिनिस्टर को एक ही स्तर पर रखते हैं। यह उनकी खूबी है वे जानें, लेकिन मैं इतना जानता हूँ कि रेल मिनिस्टर सिर्फ रेलवे की देखभाल करने के लिए है और रेलवे मिनिस्टर का काम यह है कि रेलों का चलन ठीक ढंग से हो और जब रेल में इस तरह की दुर्घटनाएँ होती हैं, एक नहीं लगातार होती जाती हैं, पिछले तीन-चार महीनों में कई घटनाएँ ही चुकी हैं

तो कोई न कोई उसके लिए जिम्मेदार होना चाहिए। अगर रेल मंत्री अपने को जिम्मेदार नहीं समझते तो मैं नहीं समझता कौन जिम्मेदार है। उनको आदर्श कायम करना चाहिए, वे हट जायें, कांग्रेस पार्टी में कई लोग हैं जो मिनिस्टर बन सकते हैं, मैं नहीं कहता कि अपोजीशन के किसी आदमी को मिनिस्टर बना दीजिए, कांग्रेस पार्टी के अन्दर कई ऐसे व्यक्ति हैं जिनको आप मिनिस्टर बना सकते हैं। इसलिए ये हटें और दूसरा कोई आए।

SHRI LOKANATH MISRA (Orissa): If accidents go on at this rate there would be no surprise if people in the country would start calling Mr. Poonacha as the Minister of Accidents.

SHRI CHITTA BASU (West Bengal)
: He has already become one.

SHRI LOKANATH MISRA: Yesterday I did not associate myself with other Members who demanded for his head. Today I am feeling gradually convinced that at least one of the three should go. Who it is, I do not know. The person who is looking after the general administration of the Railways will have to go. Without his going, the toning effect that has to be set in the Railways will not come about. There is a remarkable difference, Sir, between the Railway Administration of the previous days and of this year particularly. Previously we could never conceive of so many accidents within such a short time. There must have been some indifference at some level in the Railway Administration. Which is that level and where is that person to be found who is responsible for these accidents? Can't the Minister of Railways locate this? As an outsider who has nothing to do with the Railways I can at least think about this and analyse and say that these accidents are concentrated in a particular area, in a particular number of Railways, may be Southern Railway, may be South Eastern Railway

or Northern Railway. Has the Minister categorised the Railways and found out where the incidence of accidents is much more than in others and if so has he asked the concerned General Managers to satisfy him regarding the justifiability of being absolved from responsibility of such accidents or in the alternative to go? Has he done it? If he has not done it, if he does not take the head of one of the General Managers and set things right, he will probably have to sacrifice his own head.

SHRI B. D. KHOBARAGADE: It is a great tragedy that accidents are occurring every day. Only yesterday we had a discussion in the House on the accidents which took place in some other parts of the country and today we are informed by the hon. Minister of the accident which occurred near Rajahmundry. It is very essential that they should put a stop to such accidents. We were told that the Kunzru Committee had made a number of valuable suggestions and recommendations regarding safety of travel on Railways. I do not know what steps have been taken by the Railway Ministry to implement those recommendations and suggestions. I know that there is a Directorate of Railway Safety and in spite of that I do not understand how such accidents can take place. Shri Loka-nath Misra said that at least one of the General Managers should go. I would say that the person who is in charge of the Directorate of Railway Safety should go. Normally whenever there is any accident, an enquiry takes place and only those subordinate officials, who were actually present near the spot, are severely dealt with. Personally I feel that the persons who are responsible for safety of travel, for periodical inspection and supervision to see whether all those formalities regarding safety of travel are observed or not, those higher officials, should also be held responsible. We only wake up on the day when there is an accident. I do not know whether the higher

officials or the hon. Minister takes any action to see whether the instructions for safe travel are being followed and implemented by the subordinate officers or not. Therefore, it is the responsibility of the Safety Directorate and other officers to see that all the recommendations, instructions and suggestions are followed and implemented by all the subordinate officers. So, it is very essential that one of the higher officials must go. The hon. Minister should try to emulate the example of Lal Bahadur Shastri, who resigned at that time, because of a number of accidents that took place during his regime as Railway Minister. As Mr. Bhandari has pointed out, perhaps, to satisfy some Goddess, it will be necessary to sacrifice some person, so that we can save hundreds of lives which we are losing in such accidents. Therefore, it will be in the fitness of things if the hon. Railway Minister resigns because of these accidents.

श्री निरंजन वर्मा (मध्य प्रदेश): श्रीमन्, यह एक बड़ा गम्भीर मामला है और इसको साधारणतया नहीं लेना चाहिये। आज प्रातःकाल पेपर्स में यह बात निकली थी कि हमारा मंत्रालय बहुत तेज गाड़ियाँ चलाने के मूड में है और तीन चार गाड़ियाँ इस प्रकार की चलाई जायेंगी जिनकी कम से कम 125 किलोमीटर गति होगी, उसी वक्त हमें यह डर हो गया था कि जो मंत्रालय साधारण 50 मील प्रति घंटे की रफ्तार से चलने वाली गाड़ियों का कोई मैनेजमेंट नहीं कर सकता वह तो एक्सीडेंट्स को और अच्छी तरह से निभंत्रण दे रहा है।

इसमें एक बात और ध्यान रखने लायक है कि जो कुछ भी सुझाव इस सदन में दिये जाते हैं उनकी रेल मंत्रालय बिल्कुल परवाह नहीं करता। एक दूसरी बात यह है कि हमको कई स्टेशन मास्टर्स ने यह बात बताई है कि हमारे लिये अधिकार इतने कम दिये गये हैं कि किसी एक मामूली कुनो से भी हम बात नहीं कर सकते। उसके लिये भी हमको डिबीजन में जाना पड़ता है। तब

[श्री निरंजन वर्मा]

हम कोई किसी प्रकार की कार्यवाही कर सकते हैं, तो नीचे के जो कर्मचारी हैं उन पर से होल्ड बिल्कुल हट गया है और इसलिये उनकी आज्ञा नहीं मानते हैं। रेलवे मंत्रालय ने शायद इस पर विचार किया हो लेकिन हमारा ऐसा ख्याल है कि आज तक किसी भी मंत्री के समय में जैसे कि हमारे इन मित्र के समय में एक्सीडेंट्स हुए हैं अभी तक इतने एक्सीडेंट्स नहीं हुए। एक दो मित्रों ने कहा कि किसी विशिष्ट अधिकारी को त्यागपत्र देना चाहिये लेकिन हमारा ऐसा ख्याल है कि मंत्रालय में जो मंत्री रेलवे के इंचार्ज हैं उन सब को इस्तीफा देना चाहिये और यह कि उनके इस्तीफा देने से कोई प्रभाव नहीं पड़ेगा यह बात ठीक नहीं है। स्वयं ही इस्तीफे का प्रभाव पड़ता है क्योंकि जब इन बातों के ऊपर बड़े-बड़े मंत्री चले जाते हैं तो कर्मचारियों और अधिकारियों पर भी इसका प्रभाव पड़ेगा कि वह भी जा सकते हैं और इस प्रकार रेलवे मंत्रालय में जो गलतियाँ होती हैं और उन गलतियों से जन और धन की जो हानि होती है उससे बचा जा सकता है।

श्री ज० पी० यादव (बिहार) : माननीय उपसभाध्यक्ष महोदय, मैं पहला विचार तो यह रेल मंत्री के सामने रखना चाहता हूँ कि जब मैंने पढ़ा कि रेल मंत्री यहाँ पर इसके बारे में एक स्टेटमेंट देने वाले हैं तो मैं समझा कि वह आयेंगे। जहाँ पर ऐसे अवसर पर यह बातें होती हैं कि रेल मंत्री अपना इस्तीफा दाखिल करें वहाँ पर मैं समझता हूँ कि इतनी भी जिम्मेवारी उन्होंने नहीं ली। वैसे राज्य मंत्री को उनका स्टेटमेंट देने का अधिकार है लेकिन हम यह सोचते हैं कि ऐसे जिम्मेवारी के समय पर वह उपस्थित हो कर अपना वक्तव्य देते और सदन की स्थिति से अपने आप अवगत होते और अगर अपनी जिम्मेवारी से अवगत होते तो यह समझते कि सचमुच यह एक गम्भीरतम जिम्मेवारी

है और क्या इन एक्सीडेंट्स को रोकने का कोई उपाय नहीं है और नहीं है तो वे रिज्वाइन करें। मेरा तो यही पहला चार्ज है कि उन्होंने सदन को कांफिडेंस में लेने और सदन की स्थिति को जानने के मौके का कोई लाभ नहीं उठाया है।

दूसरी बात यह है कि चाहे कितने भी एक्सीडेंट्स हों और कितने भी आश्वासन क्यों न दें लेकिन वस्तुस्थिति आश्वासन तक ही सीमित रह जाती है। मैं उदाहरणस्वरूप आपके सामने एक लखीसराय रेलवे स्टेशन, जो ईस्टर्न रेलवे में है का उदाहरण देना चाहता हूँ। मंत्री महोदय ने उस दिन उस बारे में जवाब भी दिया था। आप यह आश्वासन देते हैं कि इसमें रेलवे का दोष नहीं है, मरने वालों का दोष है जो चले जाते हैं अपनी जान की बाजी लगा कर और कट जाते हैं। सिर्फ एक थोड़ा सा सुझाव वहाँ का था, सारी जनता और सब का यह विचार है कि क्यूल स्टेशन और लखीसराय स्टेशन के बीच में क्यूल नदी के ऊपर पुल है और नीचे को जो रोड है वह लगभग 50 फीट नीचे को है इसलिये चलने का रास्ता, जो रोड है वह समतल नहीं है और प्लेटफार्म संकुचित है और ऊपर पुल भी संकुचित और बेकार है और उसका एक हाँ आल्टरनेटिव हो सकता है कि रेलवे स्टेशन को पश्चिम की ओर एक फर्लांग हटा कर ले जाया जाये। उसके पास दो सौ चार सौ गज जो भी जहाँ तक रेलवे की जमीन है उधर जो गया को लाइन गई है और पटना को लाइन गई है उस बीच की लाइन में जा कर के स्टेशन बनायें तो ये एक्सीडेंट्स बच सकते हैं। लेकिन जब मैंने उस बात को उचित बताया तो प्लेटफार्म, कर्व आदि का जवाब तो दे दिया गया पर रेलवे स्टेशन को पश्चिम की तरफ हटाने का जवाब नहीं दिया। तो जो वस्तुस्थिति है एक्सीडेंट्स को बचाने के लिये उस पर ध्यान नहीं देते और उसको नहीं बचाते। इसलिये मेरा मंत्रालय से

निवेदन है कि जो आश्वासन वह दें उसको वह कार्यान्वित तो करें और अगर कार्यान्वित न करें और यह सब एक पेरिफरनेलिया की तरह से ही कर लें तो फिर इससे न तो एक्सीडेंट्स रुकेगा और न जन-घन की हानि ही रहेगी।

SHRI K. DAMODARAN (Kerala): Sir, I am sorry the hon. Railway Minister has not revealed to us anything more in his statement than what has appeared in the PTI bulletin. Normally whenever there were such accidents at least there was a sense of sorrow and a feeling of anxiety. Now, everybody seems to have become callous and unperturbed by such accidents. The minimum that the Railway Minister can do is to rush to the place of accident, as soon as he gets news of an accident, go there personally, take the next plane, make some personal investigation, come back and do something for the future. Even that is not being done. What is the use of complaining and crying? There is no use of making complaints at all. At least the Minister can go there, see the persons who are there and at least he must have some feeling for the people who die. Even that is not done. What can they do? I do not expect they will do anything except making some statements and promise some enquiries which will never come about.

SHRI BANKA BEHARY DAS (Orissa): From the statement of the Railway Minister which he has made today or he made yesterday about that accident near Madras it seems that the Railway Administration is not at all concerned about such tragic accidents that are taking place practically three or four times every month, and the more the accidents we are having in India it seems the more the Railway Board is being strengthened, as if by strengthening the Railway Board, by having more Members on the Railway Board or having more officers as they have done during the last Railway Budget the accidents can be averted. The Minister may say that after the report

usually a Committee is set up and the usual enquiry will be there, and they will say it is human failure or mechanical failure. But shall we wait for this Committee's report and allow these passengers to be killed like this or the railway staff? In this particular accident as I saw in the press also, the express train dashed against the goods train which was standing on the railway station. Absolutely it might be a human failure also. I want to know from the Minister, is he going to wait for that Committee which has been set up to give its report—it may give its report after two years—or is he going to enquire into the particular accident and see whether there is more workload on the railway staff as a result of which the human failure is occurring? We know that some time back there was the station masters' work-to-rule movement. Others also had their movement. Everybody is feeling in the lower rungs that there have been more of workloads, whereas in the hierarchy of the Railway Administration more officers are being inducted. That is why I am requesting the hon. Minister that instead of taking all these things so lightly—from today's statement or yesterday's statement it is obvious that he will go to the place—he should see whether it is a case of human failure and, if so, whether it is a question of the workload on the lower staff for which these failures are occurring, so that we passengers who travel in the Indian Railways, who have been gradually losing faith and confidence in the Railway Administration, are at least able to have safe travel in the Railways.

- SHRI K. CHANDRASEKHARAN (Kerala): Mr. Vice-Chairman, it is only this morning that we read in the newspapers that from the 2nd of October they are going to increase the speed of some of our Express trains to 120 kilometres per hour and that within a few months thereafter more Express trains will go at 100 kilometres per hour. With the pie-

LJMin K. Chandrasekharan

sent standard of efficiency and maintenance of our Railways, I fear that we are out for more serious and greater accidents seeing the way in which even at the present speed the trains are running they are getting into accidents. I am not saying anything against a particular Minister or a particular Ministry, but from the way the Railways are functioning today the Railway system, I must say, constitutes a very badly managed State undertaking if not the most badly managed of the public undertakings in this country. It is not only dangerous to travel in a train, it has become irksome, it has become inconvenient, it has become disturbing, if I may say so, to travel in a railway train. There is no water, there are no lights, there are all sorts of small things going about in the compartments of most of these trains, so that you are out for accidents and while awaiting accidents you are always disturbed. I must say therefore that before increasing the speed of our trains we have got to see that we maintain a minimum standard of efficiency and maintenance, and for this purpose a general probe into the working of the Railways is necessary, and I would very seriously suggest the immediate constitution of a Parliamentary Committee for the purpose of going into all these aspects so that not only accidents will be averted, because people will have to see that there are no accidents from the point of view of both the staff and the public, but the people who are the users of these trains are able to use them in a proper and comfortable manner.

Sir, just a few words more. The cause of the accident has not been stated by the hon. Minister, but I believe, Sir, that it can only be a human failure or a technical failure. Either way it is bad enough. Most of our through carriages particularly those being used for long distance trains, I say, are not being attended to. I have it from the

of the railway staff that there is no time spent or available for looking into these through carriages, and most of them therefore are running at great risk. The condition of some of the tracks which I know of are extremely bad. During the course of the last two months on the Cochin-Shoranur line there have been already three derailments, and it is said that we are out for more derailments because the condition of the track is extremely bad. I submit therefore that all these matters will have to be immediately gone into at a very high level, and that level can be reached only at the level of a Parliamentary Committee.

Before I sit down I offer my heartfelt condolences to the families of the bereaved and their dependants.

श्री शीलभद्र याजी : वाइस चेयरमैन साहब, जो भी रेल की दुर्घटना होती है उससे सदन को और सारे देश को बहुत दुख होता है। दुर्घटना क्यों हो रही हैं इस पर विचार करने की आवश्यकता है। एक वजह यह भी हो सकती है कि देश में इस तरह के तत्व हैं, एलिमेंट हैं, जो चाहते हैं कि हमारे रेलवेज के आवागमन में रुकावट हो, चाहे वह तत्व प्रो-पाकिस्तानी हों, या प्रो-बाइनीज हों, एन्टी-नेशनल हों। इसके साथ साथ रेलवे के मुलाजिमों में से कुछ ऐसे लोग हैं जिनको इतना काम करना पड़ता है कि जो उनकी ताकत के बाहर है, स्टाफ की कमी होती है। यह तो रेलवे मंत्रालय ने कर दिया कोई बहाल भी नहीं होगा लेकिन मैं जानता हूँ कि एक एक रेलवे कर्मचारी को 14 घंटे, 18 घंटे काम करना पड़ता है। आखिर वे भी इन्सान होते हैं। जब रेलवे का इतना विकास हो रहा है उसमें कहा जाये कि भरती नहीं होगी। इस तरह की तो चीज हो रही है, इसमें गहराई में जाने की आवश्यकता है और इसकी जांच होनी चाहिये। यदि ठीक से आंकड़े देखें तो बनिस्वत भारत के और दूसरे देशों में ज्यादा एक्सीडेंट्स

होते हैं। अभी चन्द्रशेखर जी ने कहा कि रेलवे के नाम से लोग डर गए लेकिन मैं तो कहता हूँ कि इस हिन्दुस्तान में कितने ही एक्सीडेंट्स हों लेकिन भीड़भाड़ बढ़ती ही जाती है। यह ठीक है कि जो एक्सीडेंट्स के लिये रेस्पॉन्सिबल हैं, दोषी हैं, उनको हटाना चाहिये, लेकिन मैं पूछता चाहता हूँ कि क्या साल में पचास रेलवे एक्सीडेंट्स हो जायें तो क्या पचास मिनिस्टर रिज़ाइन करें। लाल बहादुर शास्त्री जी का इरादा कुछ हो लेकिन यह काम उचित नहीं। मैं समझता हूँ रेलवे मिनिस्टर इस चीज़ की बिना पर इस्तीफा करे, यह पहले दर्जे की बेवकूफी होगी और इस तरह की बात को मानने की कोई ज़रूरत नहीं है कि कहीं एक भी रेल एक्सीडेंट हो जाये तो मिनिस्टर रिज़ाइन कर दे। भले ही इस तरह की बात कहने वालों का इरादा यह हो कि इससे तमाम जितनी रेलवे हैं उसमें असर पड़ेगा, मगर हम देखें तो ये रेलवे एक्सीडेंट्स दूसरे देशों में भी होते रहते हैं, उससे इस देश में कम होते हैं। इसलिये सदस्यों को यह मांग करना वाजिब नहीं है। मैं समझता हूँ यह बुद्धि से दूर की बात है, बुद्धिमानी की बात नहीं है कि कोई रेलवे एक्सीडेंट हो जाये तो रेलवे मिनिस्टर इस्तीफा दे दे। इससे काम चलने वाला नहीं है...

श्री लोकनाथ मिश्र : तो क्या होने से काम चलने वाला है ?

श्री शीलभद्र याजी : यह आपका जन संघ का व्यू है। अभी भंडारी जी ने कहा कि कालीदेवी को यह चाहिये, वह चाहिये।

श्री सुन्दर सिंह भंडारी : चाहिये नहीं कहा। मांग रही है यह कहा।

श्री शीलभद्र याजी : यह जन संघ का पुराना खयाल है। मैं चाहता हूँ कि वह अपनी बुद्धि को ठीक करें। यह बुद्धिमत्ता का काम नहीं है, बुद्धि से दूर की बात है कि यह कहें कि मिनिस्टर रिज़ाइन करे। मैं समझता हूँ मिनिस्टर ही बेवकूफ है जो रिज़ाइन करे।

श्री गोडे मुराहरि : कौन बेवकूफ है ?

(Interruptions)

श्री जे० पी० यादव (बिहार) : मेरी आपत्ति है रेलवे के एक्सीडेंट्स पर एक ही आदमी ने रेज़िगनेशन दिया है और वह है हमारे स्वर्गीय लाल बहादुर शास्त्री जो हमारे भूतपूर्व प्रधान मंत्री रहे हैं और माननीय सदस्य ने अभी कहा है ऐसे लोग जो रिज़ाइन करते हैं वह बेवकूफ हैं...

श्री शीलभद्र याजी : वह आपकी बेवकूफी के फेर में रिज़ाइन करेंगे।

श्री जे० पी० यादव : उनको ऐसे शब्दों को वापस लेना चाहिये। एक विशेष व्यक्ति पर उन्होंने जो आक्षेप किया उसके लिए मेरा आग्रह है कि उस शब्द को वापस लेना चाहिये... (Interruptions)

श्री शीलभद्र याजी : मैंने कहा उचित कदम नहीं था। मैंने बात कही वह यह कि जो कोई मांग करते हैं मिनिस्टर रिज़ाइन करे वह मेम्बर भी बुद्धिमत्ता से दूर हैं और वह मिनिस्टर भी। इसलिये वाइस चैयरमैन साहब, इसमें बहुत गहराई से जाने की ज़रूरत है। जो लोग यहां पर इस तरह की अनाप-शनाप बातें कह कर पैसेन्जर्स को भड़काते हैं उनको यह मांग करनी चाहिये कि रेलवे मुलाजिमों की सुख-सुविधा और सहूलियत में बढ़ोतरी होनी चाहिये और ओवर टाइम काम कराने की प्रैक्टिस को दूर करना चाहिये, कोशिश करनी चाहिये और जो नयी भस्ती हुई है उनमें जो डिस-सैटिसफैक्शन है, जो असन्तोष है उसको दूर करना चाहिये। जो प्रो-पाकिस्तानी एलिमेंट है, प्रो-पाकिस्तानी एलिमेंट है, जो यह चाहता है कि देश में गड़बड़ी हो जाये, उनको दबाने की ज़रूरत है। हमारे यहां रेलों में जो दुर्घटनाएं हो रही हैं, उससे घबड़ाने की बात नहीं है क्योंकि दूसरे मुल्कों में हमारे यहां से ज्यादा दुर्घटनाएं होती हैं। इसलिए मैं चाहता हूँ कि इस मामले में हमें सोच विचार कर स्थिति को सुधारने की कोशिश करनी चाहिये।

श्री प्रेम मनोहर (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, 1966 में जब मैं रुमानिया गया था, तो एक दिन मैंने अखबार में देखा कि एक एक्सीडेंट हो गया है जिसमें 8 आदमी मर गये हैं। उसी अखबार में मैंने यह भी देखा कि मिनिस्टर ने रिज्ञाइन कर दिया है और इस संबंध में इन्क्वायरी का आदेश दिया गया है। हर डेमोक्रेटिक कंट्री में, हर सोशलिस्ट कंट्री में यह प्रथा है कि जब कभी भी वहां पर रेलवे में एक्सीडेंट होता है तो मिनिस्टर रिज्ञाइन कर देता है। लेकिन मैं यह कहना चाहता हूं कि रिज्ञाइन कर देने से समस्या का हल नहीं निकलता है। अभी हमारे एक मित्र ने कहा कि अगर हर एक एक्सीडेंट में मिनिस्टर रिज्ञाइन करेगा, तो कितने मिनिस्टर रिज्ञाइन करेंगे। इस संबंध में मेरा निवेदन यह है कि हमको इस संबंध में कोई लिमिट निर्धारित कर देनी चाहिये अगर 10 या 20 एक्सीडेंट हो जाते हैं तो उसके बाद मिनिस्टर को रिज्ञाइन कर देना पड़ेगा।

आजकल हम यह देखते हैं कि जब कोई एक्सीडेंट होता है और उस पर अपोजीशन वाले जो कुछ कहते हैं तो सरकार की ओर से उस दुर्घटना के संबंध में एक इन्क्वायरी कमेटी बिठला दी जाती है और इस तरह से सारी बात समाप्त हो जाती है। मेरा निवेदन है कि इस तरह से काम नहीं चलेगा। हमें वास्तविकता पर विचार करना चाहिये और देखना चाहिये कि हमारे काम पर कहां कमी है। जो आदमी अपने काम में ढोल करता है, जिसके द्वारा गलती होती है उसको सजा दी जानी चाहिये। मैं आपको कानपुर स्टेशन की एक बात बतलाना चाहता हूं। मैं परसों कानपुर से आया हूं। मैंने वहां पर देखा कि किसी भी नल में पानी नहीं है। मैंने इस चीज की रिपोर्ट वहां के स्टेशन पर लिखी है और इस संबंध में स्टेशन मास्टर से भी मिला और उनसे कहा कि किसी भी नल में पानी नहीं है। इस पर उन्होंने कहा कि क्या करें,

तीन दिन से हमारे ट्यूब वैंल्स फेल हो गये हैं और दूसरा आल्टरनेटिव हमारे पास नहीं है। इस पर मैंने कहा कि आपके पास तो मूवेबल ट्रीलीज हैं और आप 8 ट्रीलीज के जरिये सारे स्टेशन में पानी का प्रबन्ध कर सकते हैं क्योंकि कानपुर बहुत बड़ा स्टेशन है। इस पर उनका उत्तर था कि मेरी बात कोई नहीं सुनता है। जो छोटे काम करने वाले कर्मचारी हैं वे भी मेरी बात नहीं सुनते हैं। फिर मैंने उनको सुझाव दिया कि आप इस चीज के बारे में किसी को कांट्रैक्ट दे दो और दस, दस रुपये के हिसाब से सारे स्टेशन में ट्रीली के जरिये पानी पहुंच जायेगा। मैंने इस संबंध में स्टेशन मास्टर के पास शिकायत भी लिखी है। उनका कहना था कि छोटे कर्मचारी हमारी बात को नहीं मानते हैं। इसलिए मेरा निवेदन है कि हमें गम्भीरता पूर्वक विचार करना होगा कि हमारे काम में जो शिथिलता आ गई है उसको कैसे दूर किया जा सकता है। यह सवाल अरोजेशन और ट्रेजरी बेंचेंज का ही नहीं है बल्कि सारे देश का यह सवाल है; अगर हम यहां पर निर्णय लेते हैं कि मिनिस्टर रिज्ञाइन नहीं करेगा, तो इसका असर छोटे कर्मचारियों तथा दूसरे कर्मचारियों के ऊपर भी पड़ेगा। जो बड़े कर्मचारी हैं उनके ऊपर भी इसका असर पड़ेगा। मेरा एक सजेशन है कि परिवार नियोजन का काम रेलवे मिनिस्ट्री के साथ मिला दिया जाना चाहिये ताकि इससे काम अधिक तेजी से हो।

SHRI S. S. MARISWAMY (Madras): Sir, I give my full support to the view of the hon. Shri Chandra-sekharan who just now said that a small Committee consisting of Members of both Houses should go into the working and condition of the Railways. It is the only remedy that we can suggest now. There are so many defects in almost all the railways. If you talk to the railwaymen, if they are free, if they are not in the company of higher authorities, they give out so many reasons; when we go

along with the officials, they keep mum. So the best remedy is, you appoint a small Committee to go in detail into the working condition of the railway employees.

Secondly, I want to say on the point that some of the Members from this side are urging for the resignation of the hon. Minister of Railways, Shri Poonacha, and his deputy. This is not such a thing that has suddenly developed, it has become a natural phenomenon; ever since we came under the Congress rule, this has become a day-to-day occurrence. During the period when Shri S. K. Patil was the Railway Minister, there were 346 accidents in a year of 365 days and we had to console ourselves that it had become a part of our life. It is not the blood of Shri Poonacha or Shri Parimal Ghosh which is the answer; the answer for that is, appoint a small Committee consisting of Members Of both Houses. They must go and visit every station and find out the real cause, should go into the working condition of the employees, the condition of the rolling stock and a number of other things. That is the only remedy. The Committee must come and submit its Report and the Government must come forward; with an assurance that they will act upon the recommendations of the Committee. That is the only thing that I want to say.

SHRI MULKA GOVINDA REDDY (Mysore): These railway accidents have become a daily occurrence. It is a disgrace that these things are happening. As Shri Mariswamy has just now said, 360 accidents occurred in a year during which Shri S. K. Patil was the Minister in charge of Railways. And now they are occurring daily. People are afraid of travelling by trains; so much so they have lost confidence in the railways. And our Ministers, in spite of the demands made in both the Houses, have not got the grace to resign. They are small men, they cannot follow the example set by the late Shri Lal BanBdur Shastri. Even Shri Ajit

Prasad Jain, when there was criticism of his Ministry when he was in charge of Food, resigned. But there are so many other Members in the Congress Party who are competent to take up the Railway Ministry; they are all waiting in the queue. They

have come here after finishing their Governorships and Chief Ministerships in the States. So, there is no dearth of competent men to come to occupy the Railway Ministry. If the Minister of Railways and the Minister of State for Railways have not got the courage and grace to resign, Parliament should dismiss them, and we should not show any mercy. We cannot play with the lives of our Indian people. We should take very stringent action in this matter. We cannot be silent spectators when these things are happening daily. There is so much of inefficiency and incompetence in the Railway Ministry. Whether the Railway Minister is directly responsible or not, he must bear the constitutional responsibility for these accidents. When there was the adverse finding of the Chagla Commission in the Mundhra Deal against him, even Shri T. T. Krishnamachari had to resign, and he resigned. The Railway Minister and the Minister of State for Railways should resign. If they do not, Parliament should take that stringent measure of dismissing these ministers.

SHRI S. S. MARISWAMY: The entire Cabinet must go.

PANDIT S. S. N. TANKHA (Uttar Pradesh): Sir, it is Indeed a matter of deep regret that so many accidents are taking place very frequently. After all, it has to be found out as to why accidents occur so often now and why they were not taking place before with such a frequency. Only yesterday, the Minister told us that out of the 500 recommendations made by Dr. Kunzru's Committee in their Report, 350 or so have been accepted and 150 remain to be accepted, which are still under consideration. I would like the Minister and the Railway Ministry to carefully go into those re-

[Pandit S. S. N. Tankha] commendations and see whether in those recommendations there is any such thing which, if it had been implemented, could have prevented any of the accidents which have recently taken place. If they are not of such a character as could have prevented these accidents, the matter is different. But if by implementing those recommendations it was possible to prevent any of these accidents, then it is of the utmost importance that those recommendations are implemented at once whatever the implications or the cost of implementing those recommendations may be to the Government and the Railway Ministry. Personally, I do not think that the resignation of the Minister will help matters in any way- When the late Shri Lal Bahadur Shastri resigned, personally I was very sorry for it because I knew that his resignation would not make much difference in the working of the Railway Ministry. It is perhaps the men who are really responsible, those who are in charge of those matters who should be held responsible. For instance, the officer who may be charged with railway safety should certainly be brought to book for such accidents. He should take steps to see as to which other related officers of his are responsible and they should jointly find out ways and means why such accidents occur. That is my submission.

SHRI B. T. KEMPARAJ (Mysore): Mr. Vice-Chairman, I wonder at the way in which Members of the Opposition are making a fuss over the matter . . .

SHRI DAHYABHAI V. PATEL (Gujarat): Fuss?

SHRI B. T. KEMPARAJ: ... on the ground that the Minister should resign . . .

SHRI SUNDAR SINGH BHANDARI: This very attitude is objectionable.

SHRI B. T. KEMPARAJ: ... and that accidents arise mainly due to mis-

measure. All this is to create scene before the hon'ble House. Because there is an accident, it does not call for the hon. Minister's resignation.

Sir, accidents may be due to several causes. It is necessary in the interest of the public and also the country to see that necessary steps must be taken to safeguard against occurrence of accidents. Even if the hon. Minister now resigns and goes away, some other Minister will come. He will not be in a position to see that no accident occurs.

Sir, accident is an act of nature which may be due to several causes . . .

SHRI LOKANATH MISRA: Act of nature.

SHRI B. T. KEMPARAJ: . . . Therefore, the hon. Members on the Opposition should realise that accidents tend to occur while the vehicles are in motion. After all, nobody can check it. Nobody can check the screws or failure of brake while the vehicle is in motion. There are several mechanical processes which nobody is in a position to check. Therefore, the hon. Members on the Opposition must know that accidents occur while vehicles run on the Railways. The Minister cannot go and see the happening of an 'accident which is a thing beyond the control of any human being. Therefore, the Opposition Members should realise that mere resignation by the Railway Minister will not tantamount to prevention of occurrence of accidents.

SHRI LOKANATH MISRA: A great contribution from Mysore.

SHRI B. T. KEMPARAJ: On the other hand, Sir, some hon. Members on the Opposition were wise enough to suggest that there may be a Committee constituted to go into the matter to find out why these accidents are occurring every now and then, here and there, and if it is found that there is something within the human control it should be rectified. There-

fore, I vehemently oppose the suggestion that hon. Ministers should resign.

SHRI PARIMAL GHOSH: Mr. Vice-Chairman, Sir, it is with deep regret and profound sorrow that I rise to answer some of the points that have been raised in this House in connection with this particular railway accident.

Sir, it is unfortunate on my part that only yesterday I had to answer a Calling Attention notice in connection with another accident and again today I am here to answer the cause of another accident. Sir, I can understand and realise the concern of the hon. Members. But when in this debate a number of points have been raised, I would like to clear some of them. I would wish that Members try to bear with me and understand the exact position as it is today.

Sir, yesterday also I had mentioned about the trend of some of the accidents that have taken place in the course of this one year. In most of the accidents, we have found out, these are stations where we do not have modern gadgets and sophisticated items. Still there are stations where we do have all these modern gadgets.

As I was mentioning yesterday, the accident that took place at Yalvigi on the Southern Railway, it occurred on a station where we do not have modern gadgets and the cause of the accident on preliminary investigation, it was found out, was that the station staff responsible to receive a particular train on a particular line were mistaken. On these stations also the arrangement is that unless and until three people, who are responsible to admit a train, combine together to make a mistake, an accident cannot happen. In the case of Bharwari, the accident that took place on the Kan-pur-Allahabad section, we have all the modern gadgets. So the question of the staff committing a mistake did not arise on that station. Then how did this accident take place? In spite of the station having

all these modern gadgets, it was the driver of the train who disregarded the signal and met with an accident. Now, as I explained and the point was raised yesterday also—it is not enough to have modern, sophisticated equipment to eliminate accidents because it is the man who will have to operate this equipment.

Yesterday also I mentioned about the trend of accidents due to two reasons, due to human failure and due to mechanical failure. Sir, about 72 per cent, of the accidents that have taken place were caused by human failure, and about 11 per cent, of them were caused by mechanical failure.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Why is there human failure?

SHRI PARIMAL GHOSH: I am coming to it. Sir, the main point that we have to consider is whether the accidents are on the increase or are they on the decline. That is the point which we must consider.

SHRI MULKA GOVINDA REDDY: Nobody will believe you.

SHRI PARIMAL GHOSH: It is not a question of believing me. These are things which are already there, and the hon. Members are at liberty to examine them.

SHRI SUNDAR SINGH BHANDARI: This is a question of theory and percentage.

SHRI PARIMAL GHOSH: It is a question of the number of accidents that are taking place today. (*Interruption by Shri J. P. Yadav*). You have had your say. Now let me have my say. Even if we take the year 1959, the total number of accidents in that year, taking all sorts of accidents together, was about 16,000. While today in 1967-68, taking all accidents together, the number is about 5,889.

AN HON. MEMBER: And the number of deaths?

SHRI PARIMAL GHOSH: The number of deaths has nothing to do with an accident. In one accident the casualty might be a hundred while in another accident of a similar nature we may escape any casualty.

SHRI MULKA GOVINDA REDDY: Sir, the Minister is misleading. It is well known that some accidents, which are called accidents, are actually not accidents. In that way some accidents might have occurred and the number might have been reduced. But the fact remains that the number of accidents that have occurred is much more,

SHRI PARIMAL GHOSH: I am coming to that point. The hon. Member has mentioned about consequential accidents in which category are included collision, derailments, trains running into roads etc. These are accidents where the possibilities of casualties are much more. If we consider such accidents from 1960 till today, we will find that the number of accidents has come down to almost half today. It is not only the question of the number of accidents, Sir. We have to take into consideration that the train kilometer has doubled and the number of accidents has been brought down to half. I can appreciate one thing. Sir, that logic is no solace to those persons who have lost their lives and I can very well understand the amount of bunching of accidents today. I am not giving any explanation for these things. But I will try to explain to the hon. Members. Let us try to understand the Railway operation. Today we have above six-million people travelling every day on the Indian Railways and we carry about 5,52,000 tonnes of goods from one part of the country to the other parts. We are employing about 13½ lakhs of people working in different places in varying climatic conditions. This is the magnitude of the picture in which we have to consider an accident. I am not giving an explanation for all these things. I appreciate that this is unfortunate that this thing has

happened. The causes of accidents are under investigation.

Another point mentioned by the hon. Member there is the speed of the trains which we are now thinking of introducing. None of the accident that have taken place is due to high speed. The result of the impact of the accident would be almost the same whether the speed is 25 miles per hour or 40 miles per hour. And when we are thinking of running high speed trains, we are conscious of the strain on the track. And the tracks on which high speed trains will be run are being thoroughly examined and they will be certified and passed by the Commissioner of Railway Safety who is not under the Railway Ministry. Another point that has been raised is about the resignation of the Railway Minister. Sir, this point was raised yesterday also and I have also replied to that. If the exit of the Railway Minister will eliminate railway accidents, certainly the Railway Minister should go. But after all, this is a challenge that the Railway Ministry is supposed to meet. I consider that if the Railway Minister resigns and goes away, that would be the easiest way of escaping and shirking the responsibility. I do not have any faith in that, I do not believe in that.

SHRI LOKANATH MISRA: That is subjective consideration.

SHRI PARTMAL GHOSH: Regarding the other points that have been mentioned, about the working hours and so on, these points definitely . . .

SHRI K. DAMODARAN: Do you accept the challenge?

SHRI PARIMAL GHOSH: Of course, I accept the challenge. Certainly I do not believe in resignation.

The point that was mentioned is that we must try to find out the causes of the human failures. Sir, this is a very important point which is agitating our mind also, and that is why we have constituted a Com-

mittee consisting of technical people, the union people, the officials and others. They are now going into the details of all these things and in the recommendations of that Committee, all these things -will definitely be taken into consideration. Thank- you.

**ANNOUNCEMENT RE ARREST OF
SHRI GOLAP BARBORA,
MEMBER OF RAJYA SABHA, IN
NEW DELHI**

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I have received a letter from the Sub-Divisional Magistrate, New Delhi, which reads as follows:

"I have the honour to inform you that I have found it my duty in exercise of my powers under section 64 Cr.P.C. to direct that Shri Golap Barbora, Member of the Rajya Sabha, be arrested under section 188, I.P.C. for violation of prohibitory orders promulgated under section 144, Cr.P.C. at Patel Chowk, New Delhi, and shouting anti-Kutch Award slogans at about 1-40 p.m today, the 8th May, 1968.

Shri Golap Barbora, Member of the Rajya Sabha, was accordingly arrested at Patel Chowk, New Delhi, on 8-5-1968, and is being produced before the Judicial Magistrate for trial."

SHRI SUNDAR SINGH BHANDARI (Rajasthan): Mr. Vice-Chairman, Sir,

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): You want to make a submission on this information?

श्री सुन्दर सिंह भंडारी : मेरा निवेदन है कि सत्याग्रह पार्लियामेंट के सामने हुआ था, सत्याग्रह शांतिपूर्ण था, लेकिन फिर भी आज वहाँ पर घुड़सवार पुलिस खड़ी थी। मेरा निवेदन है कि जब सत्याग्रह चल रहा है एक राजनीतिक सवाल पर चल रहा है और देश भर से सत्याग्रही यहाँ पर शान्त प्रदर्शन करें पार्लियामेंट के सदस्यों के सामने इस कच्छ के फैसले पर अपने विचार रखने के लिए

आ रहे हैं, एक मैमोरैंडम देना चाहते हैं। अगर वे किसी का उल्लंघन करते हैं तो उनको गिरफ्तार किया जाय लेकिन घुड़सवार पुलिस वहाँ पर हो इसकी मैं कोई आवश्यकता नहीं समझता। और मैं चाहूँगा, आपके द्वारा, कि गृह मंत्रालय इस बात की व्यवस्था करे कि सत्याग्रहियों के प्रति सत्याग्रह की भावना के अनुसार ही व्यवहार किया जाए।

श्री गोड मुराहरि (उत्तर प्रदेश) : मैं आपसे सिर्फ यही निवेदन करना चाहूँगा कि कच्छ फैसला विरोधी आन्दोलन कच्छ से दिल्ली तक पहुँच गया है और आज श्री मोक्ष बरबोरा ही नहीं बल्कि करीब 150-200 लोग गिरफ्तार हुए पार्लियामेंट के बहुत करीब। मैं सरकार से यह उम्मीद करता था कि यहाँ पर आकर वह इसके बारे में कोई बयान देगी। कच्छ एवाड के विरोध में जो सारे देश में आन्दोलन हुआ है और हो रहा है जो वातावरण देश में है उसको सरकार को ध्यान में रखना चाहिए और सदन को अवगत कराना चाहिए कि कच्छ एवाड के बारे में उसने अपना फैसला बदला या नहीं। अगर नहीं बदला है तो सत्याग्रह चालू रहेगा और अगर चालू रहा तो देश में ऐसी परिस्थिति उत्पन्न होगी जो सरकार अपने काबू में रख सकेगी या नहीं, मैं कह नहीं सकता। इसलिए मैं आपके जरिए यह निवेदन करना चाहता हूँ कि सरकार यहाँ कल बयान करे कि कच्छ एवाड के बारे में उनकी राय क्या अभी तक वैसी ही है और वे अपना स्टैंड बदलेंगे या नहीं और यह भी बताएं कि आज जो दिल्ली में प्रदर्शन हुआ है उसमें कितने लोग गिरफ्तार हुए हैं। इस सबके बारे में कोई बयान होना चाहिए।

**THE PUBLIC PROVIDENT FUND
BILL, 1968—continued**

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The time allotted for the Public Provident Fund Bill is one hour. Two Members have al-