

[Shri Trilok Singh.]

Madam, according to some Members the meaning put upon the Home Minister's Statement is that they are exa-mining it with a view to implementing it. The examination was limited only to the question of how to implement it. According to the Prime Minister, v.hoss was a later statement...

DIWAN CHAMAN LALL (Punjab): 'Examining' is the word.

SHRI TRILOKI SINGH ... It seems that the question is still under examination and no decision has been taken by the Government. Since it is a matter of far-reaching public importance over which not only Hon. Members of this House but the people outside are also agitated, all that we want is an authoritative statement by the Government of the position that stands...

AN HON. MEMBER: By the Prime Minister herself.

SHRI TRILOKI SINGH: Even the Home Minister is competent to say something on behalf of the Government. Something authoritative...

AN HON. MEMBER: Mr. Bhanu Prakash Singh.

SHRI TRILOKI SINGH: I am not concerned with Mr. Bhanu Prakash Singh and other smaller fry. They may worry the hon. Member but I SSM not worried about Bhanu Prakash or
m Prakash.

There is another thing. Assuming for the sake of argument that there is a difference between what the Home Minister said and what the Prime Minister said, all I would like to submit is that the Home Minister was guilty of terminological inexactitude.

SHRI AKBAR ALI KHAN: May I request...

THE DEPUTY CHAIRMAN: No, no. That will do,

SHRI AKBAR ALI KHAN: Ma just one mnute.

For the benefit of my hon. colleague, Shri Triloki Singh, may I point out that after saying all that the Home Minister said at the same time that the Government has undertaken an examination of all the aspects of the problem and after examining them the Government as such will take certain decisions or adopt its line of approach to the problem?

(Interruptions)

THE DEPUTY CHAIRMAN: We go on to the next item. But before we go on to the regular business the Minister of Railways will make a statement.

**STATEMENT BY MINISTER RE
CASUALTIES AMONG ROOF TRA-
VELLERS ON TIRHUT MAIL ON 15TH
AUGUST 1967.**

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): Madam, I regret to have to apprise the House of an unfortunate incident which occurred between Dalkolha and Telta Stations of the Northeast Frontier Railway on 15.8.1967.

At about 19.10 hours on 15-8-1967, while Train No. 1 Down Avadh Tir-hut Mail was running between Dalkolha and Telta Stations on the Sili-guri-Katihar section of the Northeast Frontier Railway, some persons travelling on the roofs of the coaches of the train struck against branch of a banyan tree at kilometres 555. As a result 19 of them were killed on the spot and 29 were injured, of whom 22 sustained serious injuries.

The injured persons were attended to on the spot by the local doctors from Dalkolha which is only 2 kilometres from the site of the incident. Immediately on receipt of information of this incident the Railway Medical Officer and other District Officers rushed to the site from Katihar. Four seriously injured persons died subsequently bringing the total number of

deaths to 23. Of the remaining 25 injured persons, 10 seriously injured persons are in Katihar Civil Hospital, 2 seriously injured and 5 persons with simple injuries are in the Railway Hospital Katihar, and 6 seriously injured persons are in the Raiganj hospital.

The Deputy General Manager, Katihar and Chief Commercial Superintendent have also proceeded to the site.

An Administrative Officers' joint enquiry has been ordered to investigate the cause of this incident.

SHRI M. P. BHARGAVA (Uttar Pradesh): Madam, I want to have one clarification.

THE DEPUTY CHAIRMAN: I want to request the House that when further information is available you may ask questions. Now let us go on with the regular business. If you want to ask questions today when further information comes you will have no time.

SHRI M. P. BHARGAVA: Just one question I want to ask.

I would like to know from the hon. Minister whether any instructions were issued after the unfortunate incident near Hatras when several people lost their lives by travelling on the roof that the Guards will not allow the trains to move if they find any passenger on the roof and if those instructions were issued has any explanation been asked from this Guard as to why he allowed the train to move out from Dalkolha with passengers on the roof?

SHRI PARIMAL GHOSH: Madam, when the train actually stopped at Kishanganj passengers were first noticed on the roof and with the help of the railway staff all the people who were on the roof were brought down. After the train left this station, there was a station where the train was not booked to stop and there the alarm chain was pulled, the train was stopped, and some people

got on to the roof. As it was not a regular station, action could not be taken. It has been brought to the notice of each and every Station Master that roof travelling should not be allowed.

SHRI T. V. ANANDAN (Madras) Will the Minister admit that as long as this public utility service is run on a profit basis this will happen?

AN HON. MEMBER: How?

SHRI T. V. ANANDAN: I will explain. This sort of thing will happen because you are not running trains adequate to the number of passengers travelling in the country. You are asking all the people to get into the trains in order to get profit out of this public utility service. The rules are very explicit. The general rules under the Railway Act of 1890 are very clear that no person should travel on the roof. If any such thing is found the Station Master and the Guard has got the right to stop the train and remove such persons. But this is not being done because you are penalising the Station Masters and the Guards if they do it. Therefore will the Railway Minister be pleased to guarantee that in future all trains will be stopped if passengers climb on the roof or on the side or travel on the footboard?

THE DEPUTY CHAIRMAN: It is a very valuable suggestion Mr. Dharia.

SHRI M. M. DHARIA (Maharashtra) : May I know from the hon. Minister whether tickets were issued to these passengers and, if so, why these tickets were issued? The whole difficulty is because a large number of tickets are issued with the motive of profit and no arrangements whatsoever are there to carry the passengers. That is the reason why passengers occupy any place that is available. Will the hon. Minister assure us that only such passengers, who can be accommodated, would be given tickets and not otherwise?

SHRI PARIMAL GHOSH: Madam, in this case the question of issuing tickets did not arise because the train did not stop at a regular station. The train was stopped due to the pulling of the alarm chain and some people got on to the roof of the train. Therefore, the question of issuing tickets to these people did not arise.

THE DEPUTY CHAIRMAN: They were not ticket-holders. We pass on to the next item. Mr. Yajee.

श्री राज नारायण : (उत्तर प्रदेश) : माननीया, हमारे नेपाल के मामले में क्या हुआ? मैं बोलने के लिये खड़ा नहीं हुआ हूँ। मैं यह जानना चाहता हूँ कि हमारे नेपाल के मामले में क्या हुआ।

श्री शीतभद्र याजी (बिहार) : नेपाल और काश्मीर का मामला कल होगा।

THE DEPUTY CHAIRMAN: No extraneous matters can now come up. We have business enough on the Order Paper.

श्री राज नारायण : आप यह बतला दीजिये कि नेपाल का मामला कब होगा और हम बैठ जायेंगे।

श्री शीतभद्र याजी : मैडम डिप्टी चैयरमैन, आप इन को बिठलाइये।

THE DEPUTY CHAIRMAN: Order, order. I cannot tell you about what you want to know just now. Today we have got a regular Order Paper. We must finish the business in hand. If you want, to raise it, you will have to ask the Chairman for permission and then raise it, if he permits you tomorrow.

THE UNLAWFUL ACTIVITIES (PREVENTION) BILL, 1967—*contd.*

श्री शीतभद्र याजी (बिहार) : महोदया, विधि विरुद्ध क्रिया-कलाप निवारण विधेयक 1967 को जो संसद के दोनों सदनों की संयुक्त प्रवर समिति में जाने के लिये प्रस्ताव

रखा गया, उसकी ताईद करते हुए मैं कामरेड भूपेश गुप्त और जो विरोधी दल के लोग हैं उनको देशभक्ति का पाठ पढ़ा कर के यह बताना चाहता हूँ कि आज हिन्दुस्तान की कैसी परिस्थिति है। चीन और पाकिस्तान के इशारे पर चाहे वह होस्टाइल नागा हों, कूकी हों मिथों हों, आज उनको सारी जगह गुरिल्ला की ट्रेनिंग दे कर के हिन्दुस्तान के उस हिस्से को हिन्दुस्तान से बाहर ले जाने के लिए एक साजिश हो रही है। अजो नेशनल इंटीग्रेशन कमेटी की उस सीमांत ने श्री रामा स्वामी अय्यर की अध्यक्षता में सिफारिश की थी वह देर से आई। लेकिन मेरी यह तमन्ना है, मेरी यह इच्छा है कि जो लोग देश में यूनिटी रखना चाहते हैं, देश में एकता रखना चाहते हैं, देश की सार्वभौमिकता चाहते हैं देश की अखंडता चाहते हैं, वे इस विधेयक का समर्थन करें और जो देश के किसी हिस्से को देश से अलग करने की कोशिश करते हैं उन के दमन के लिये इस का उपयोग किया जाय। मैं समझता हूँ कि देशभक्ति से भरा हुआ यह विधेयक आया है। यह मैं समझ नहीं पा रहा हूँ कि एस० एस० पी० के सदस्यों ने क्यों इस का विरोध किया। श्री नीरेन घोष जहर इस का विरोध करेंगे क्योंकि उन को वहां से इशारा मिलता है।

एक सौ तीसरा सवाल : कहां से इशारा मिलता है ?

श्री शीतभद्र याजी : पीकिंग से इशारा होता है। जो लोग पीकिंग के इशारे पर काम करते हैं वे तो इस का विरोध करेंगे ही। लेकिन मेरी समझ में यह नहीं आ रहा है कि ये पी० एस० पी०, जन संघ, स्वतन्त्र पार्टी वाले क्यों इस का विरोध कर रहे हैं जब कि वे हमेशा देश की एकता की बात कहते हैं। अलगवाज वालों के दमन के लिये जब यह विधेयक आया तो ये लोग भी अपना देशभक्ति से नाम कटा कर के इस का विरोध कर रहे हैं। इस से मुझे बहुत आश्चर्य हुआ कि जो पार्टियां देश की अखंडता, यूनिटी और एकता को