

**STATEMENT RE. ACCIDENT TO
MILITARY SPECIAL NO. SP987**

MR. CHAIRMAN: Statement by the Minister of Railways.

SHRI BHUPESH GUPTA (West Bengal): On a point of order. Where is the Minister? I would like the Minister, Mr. S. K. Patil, to come with the statement.

SHRI MULKA GOVINDA REDDY (Mysore): He himself must make the statement.

SHRI BHUPESH GUPTA: Where is the Minister?

MR. CHAIRMAN: No, no. It can be made by another Minister.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): Mr. Chairman, Sir, on 11-11-1966 at about 3.20 hours, while Military Special No. SP987 consisting of 23 vehicles hauled by a diesel engine was running between Sivok and Pilanshat stations on the Siliguri-Alipurduar section of the Northeast Frontier Railway, the train engine along with 6 coaches next to it derailed and capsized, resulting in the death of 14 military personnel and injuries to 33, of whom 10 were grievously injured. In addition, the engine driver and his assistant also sustained simple injuries. The injured persons were sent to Railway and Military Hospitals by medical relief van which was rushed to the site of the accident along with doctors and medical equipment from Siliguri Junction, on receipt of the information of the accident. As a result of this accident, through running of trains on the section was interrupted. To restore through communications, a diversion was constructed and transshipment of passengers was arranged at site in the intervening period.

While the cause of the accident is under investigation, material evidence

found at the site indicated the possibility of the track having been tampered with.

The Additional Commissioner of Railway Safety, Calcutta, commenced his enquiry into this accident on 13-11-1966.

SHRI BHUPESH GUPTA: I would like to know why the Minister, Mr. S. K. Patil, should not be here when such accidents take place. And it seems that under this person, the Railway Minister, accidents have become a daily occurrence and he is called the Minister of Accidents and not Minister of Railways. Now, I should like to know why Mr. S. K. Patil is not resigning from the Government instead of making the kind of statement that he is making in public in order to cover up the negligence. It is very, very important, I say. We have an example in parliamentary democracy when the late Lal Bahadur Shastri resigned when an accident took place—only one accident—and Mr. Lal Bahadur Shastri resigned. We all respect his memory. Why has Mr. Patil made it a point to continue in office despite the fact that the whole country is demanding that he should resign and that people have a feeling that under him certain mismanagement has set in, in the Railways resulting in very serious accidents occurring in different parts of the country and that he is completely unable to cope with this situation and deal with it effectively in order to ensure safe and free travel? Therefore, I would like to know. Only the other day certain incidents took place in front of Parliament House, on the 7th, and the Home Minister has gone. Surely, the Home Minister did not go and start the demonstration, although he has gone. I am not questioning this. But vicarious responsibility is there that that thing took place under the Home Minister and he had to resign. But how is it that Mr. S. K. Patil continues in office despite so many accidents and despite so much of public demand that he should resign.

The workers have no faith in him, the management is doubtful about him, the public is becoming very much concerned and very much apprehensive about his continuance in office. Anyhow, all things indicate that he is unable to run the Railways properly, even to ensure safety. Therefore, Sir, I think Mr. S. K. Patil should not be there.

Finally, my request to you is this. Let the whole matter of railway accidents be separately discussed in the House. It is better if we discuss it under some other Minister, Mr. Patil having already resigned. But if he will not resign, he should come and explain to us on the basis of a discussion. Why should not Mr. Patil follow in the footsteps of the late Lal Bahadur Shastri or Mr. Gulzarilal Nanda, if you like..... (Interruptions.) Yet, Mr. Patil took the initiative in forcing Mr. Nanda out because of his party factions. Now, Sir . . .

MR. CHAIRMAN: Mr. Gupta, you have put that question five times

SHRI BHUPESH GUPTA: I will submit to you, Sir. Read any paper. How do we know. In the paper everybody reads that Mr. Patil has been the initiator for the ouster of Mr. Nanda for an incident that took place . . .

MR. CHAIRMAN: That has nothing to do with this.

SHRI BHUPESH GUPTA: I agree. You are quite right. But why is the Government behaving in such a manner? Would not demoralisation set in, in the Railway Ministry? Have you given it on perpetual lease to Mr. Patil?

SHRI ATAL BIHARI VAJPAYEE (Uttar Pradesh): I should like to seek a clarification particularly in regard to this accident. My friend, Mr. Bhupesh Gupta, has made a political demand. I am not after one Minister. If they have to go, they should

go altogether, the whole lot has to go.

SHRI ARJUN ARORA (Uttar Pradesh): They will not go.

MR. CHAIRMAN: Ask for a clarification.

SHRI ATAL BIHARI VAJPAYEE: Is it not a fact that a military train movement is a well-guarded secret and that even railway employees working on stations are not informed about the movement of a military train? Only some employees know about the time when a military train is to start and when it is going to reach. Sir, I should like to know how this information leaked out, how the saboteurs came to know that the military train was going to pass at a particular time. Are we to understand that anti-national elements have infiltrated into the railways on that particular section. Has any attempt been made to find out whether such infiltration is there and to fix the responsibility?

SHRI SHAM NATH: It is true that information regarding the movement of military trains is kept secret. But it is not known how the information about this train leaked out. It seems that the movement of this train was known to some saboteurs who removed the fish-plates and nuts and bolts.

SHRI MULKA GOVINDA REDDY: I should like to know whether it is a fact that during the last one year more than 2,000 people have been injured and more than 400 have died on account of these railway accidents. And in view of the fact that a splendid example was set before the country by the late Lal Bahadur Shastri who resigned for that one railway accident and that for the November 7 incidents the Home Minister had resigned, I would like to know whether the Government would see that Mr. Patil resigns from the job. And in view of the constructive constitutional responsibilities, as has been enunciated by Mr. Chagla when he dealt with

[Shri Mulka Govinda Reddy.]

Mr. T. T. Krishnamachari's case, will the Minister of Railways now resign with grace or will he want a demonstration for his removal from the Ministry?

SHRI B. K. P. SINHA (Bihar): I would like to know specifically from the Minister whether it is or it is not a proved case of sabotage. And since hon. Members on that side have raised the issue of constitutional responsibility, may I know if Government make a distinction between accidents, because of sabotage, those which are really caused by sabotage, and pure and simple accidents? Constitutional responsibility may be invoked in the case of latter. But most of these cases during the last year are cases of sabotage.

SHRI BHUPESH GUPTA: That is what he is saying.

SHRI B. K. P. SINHA: The hon. Member on that side said that the people demanded it—the Minister's resignation. I hope the hon. Member is under a delusion if he thinks that he is the people. If he is the people, there are more than 150 people on this side, who do not demand his resignation who believe that he is a competent Minister and that he should continue to hold charge of this portfolio.

श्री राजनारायण (उत्तर प्रदेश) :

श्रीमन्, जो सप्लीमेंटरी क्वेश्चन है उससे निकलता हुआ हमारा सप्लीमेंटरी है। मैं मिहजी को अपनी ओर से पहले यकीन दिलाना चाहता हूँ, मैं उनको मानता हूँ, वह भी जनता है। अगर भपेण गुप्ता अपने ही को जनता समझने तब तो वह मर जाएं, मगर चूकि सिंह साहब को भी समझने है, तो उनकी जिन्दगी बचाने के लिये मैं ज्यादा उत्सुक हूँ। श्रीमन्, दूसरा सवाल यह है...

श्री सभागति यह तो समान नहीं था, यह तो कुछ

श्री राज नारायण : हां, ऐसे कह दिया।

सिंह साहब की समझ में बात आती नहीं कि जनता कौन है। तो मेरा सवाल यह है, मेरा मूल सवाल यह है कि क्या सरकार इतनी बेशर्मी के बाद यह ख्याल करेगी कि ये रेल दुर्घटनाएं क्यों हो रही हैं? वह इसके रूट कांजेज में जाय और इस बात को देखे कि कहीं पूरी रेल मशीनरी में तो गड़बड़ी नहीं है जिसकी वजह से इस की दुर्घटनाएं हो रही हैं? मैं उदाहरण के लिए बतलाना चाहता हूँ, मेरी अपनी जानकारी है कि भिलाई में जो रेल-पटरियां निकली हैं उनमें कहीं कच्चा साफ्ट स्टील लग गया है और उसकी इन्वाक्यरी हो रही है। इस तरह की साफ्ट स्टील की पटरियां जहां-जहां लगी हैं वहां वहां कुछ न कुछ गड़बड़ हो जाती है, पटरियां मुड़ जाती है, फिश प्लेट हट जाते हैं और इस तरह से कुछ न कुछ गड़बड़ हो जाती है। इस तरह की जानकारी हमें भिलाई जाने के बाद हुई। तो मैं यह जानना चाहता हूँ कि कांग्रेस सरकार को इस बात की जानकारी है कि भिलाई कारखाने से जितनी पटरियां निकली हैं उनके बारे में कोई ऐसी शिकायत आई है कि कुछ पटरियों में साफ्ट स्टील लग गया है जिसके बारे में सरकार ने आज तक इन्वाक्यरी नहीं की? वह भी एक बड़ा कारण हो सकता है। जिसकी वजह से आज सारे देश में इस तरह दुर्घटनाएं हो रही हैं? अब मेरा दूसरा प्रश्न यही है।

श्री अर्जुन अरोड़ा : तीसरा प्रश्न है।

श्री राजनारायण: लोगों को इस तरह की आदत पड़ गई है और हम भी अपनी आदत बिगड़ रहे हैं, लेकिन मैं इसको अच्छा नहीं समझता हूँ। जिस ढंग से और जिस तरीके को यहां लोग इस्तेमाल करते हैं मैं उसको पसंद नहीं करता हूँ। मगर मैं समझता हूँ कि वही तरीका चल रहा है, इसलिए मैंने भी अपने को मोल्ड कर लिया है।

श्री अर्जुन अरोड़ा : आप तो सही काम करें।

श्री राजनारायण : मेरा कहना यह है कि मिनिस्टर जो जवाब देते हैं वे डेफिनेट होने चाहिये, यह एन्ड नो में होना चाहिये तो मैं आपके जरिये यह कहना चाहता हूँ कि मैं इसके लिए मुख्यतः श्री एस० के० पाटिल को दोषी पाता हूँ। एस० के० पाटिल साहब के दोषी होते हुए भी, इतनी बड़ी घटना हो गई जिसमें मिलिटरी के दर्जन लोग मर गये और दर्जन घायल हो गये और इस पर भी पाटिल साहब यहां पर बयान करने के लिए नहीं आये हैं। एस० के० पाटिल साहब का इस्तीफा तो हो ही लेकिन मैं आप से अपील करना चाहता हूँ कि आप सरकार को मजबूर करें कि इन सारी बातों पर विचार करने के लिए समय दिया जाय ताकि सारी जानकारी सदन को मालूम हो जाय। श्री एस० के० पाटिल साहब रोज हवाई जहाज में चलते हैं, मगर हम हवाई जहाज में नहीं चलते हैं। हम तो ट्रेन में चलते हैं और चिन्ता लगी रहती है कि सबेरे अपने स्थान पर पहुंचेंगे या नहीं। तो मेरा कहना यह है कि श्री भूपेश गुप्त ने इस संबंध में जो कुछ कहा, मैं उससे सहमत हूँ। मैं इस बात से सहमत हूँ श्री एस० के० पाटिल जरूर जाय मगर पूरी सरकार नहीं जाती है। मैं वाजपेयी साहब से भी सहमत हूँ कि पूरी सरकार जाय तो अच्छा है लेकिन श्री एस० के० पाटिल को जरूर जाना चाहिये। आज तक जितनी भी रेलवे दुर्घटनाएं हुई हैं, उन सारी दुर्घटनाओं पर विचार करने के लिए सरकार कोई दिन मुकर्रर करे। मैं यह बात आपके जरिये सरकार से जानना चाहता हूँ।

SHRI LOKANATH MISRA (Orissa): Sir, I would have been happier if the Railway Minister himself could have been here to reply to questions because there are certain questions which the Deputy Minister may not be in a position to reply. How-

ever, I would like to know from the hon'ble Deputy Minister whether he has cared in the meantime to find out as to why the incidence of railway accidents is going up, and particularly during this particular year why it has gone so very high, whether any enquiry has been made into that and, if so, what is his information regarding the enquiry. I would appeal through you, Sir, that since too frequent accidents in a particular Ministry demoralise the country, the travellers and the Government, it is really very necessary that the Railway Minister should immediately react to it. If he resigns so far so good or else let us know his mind as to how he explains facts. If he satisfactorily gives an explanation to both Houses of Parliament, he can continue. But without that he cannot stay back and send his Deputy to wriggle out of it.

SHRI ARJUN ARORA: Sir, whenever an accident takes place on the Railways, the Government comes forward with the statement that it is a probable case of sabotage. I want to know whether in any of the cases of alleged sabotage relating to railway accidents during the last ten or twelve months the Government has been able to secure any conviction from any court.

SHRI BHUPESH GUPTA: The Minister is busy in other things.

[Shri Sham Nath stood up in his seat]

He must say why Mr. S. K. Patil is not here. On a point of order. Sir . . .

MR. CHAIRMAN: You cannot say that . . .

SHRI ATAL BIHARI VAJPAYEE: May I submit that this discussion and the questions be postponed till Mr. S. K. Patil is in the House?

MR. CHAIRMAN: I do not want to establish any new practice . . .

SHRI BHUPESH GUPTA: You have the Railway Minister who is busy in ousting Mr. Nanda and Mr. Krishna Menon and in trying to put Mr. Morarji in the Cabinet. Let him deny.

MR. CHAIRMAN: . . . please sit down. I do not wish to change the practice. If the Minister is not there, the other Minister is there. He has made the statement, and that is being done every time. (*Interruption by Shri Arjun Arora*). It would be useful if a comprehensive statement about the accidents, say, during the last one year and the nature of the sabotage and so on is made so that people know the facts at one glance.

SHRI SHAM NATH: We have made statements, to the House on the serious accidents that have taken place during the last few months. One of them was caused by sabotage. But there have been some accidents which have been due to human error also. So we will submit a comprehensive statement.

SHRI BHUPESH GUPTA: Mr. S. K. Patil should resign.

MOTION FOR ELECTION TO NATIONAL FOOD AND AGRICULTURE ORGANISATION LIAISON COMMITTEE AND PROGRAMME THEREOF

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI S. D. MISRA): Sir, I beg to move:

"That in pursuance of Resolution No. F. 16-72/47-Policy, dated the 8th November, 1948 of the Ministry of Agriculture (new Food, Agriculture, Community Development and Co-operation), as subsequently amended, read with Resolution No. F. 10-1/65-FAIT, dated the 9th September, 1966 of that Ministry, this House do proceed to elect, in such manner

as the Chairman may direct, one member from among the members of the House to be a member of the National Food and Agriculture Organisation Liaison Committee."

The question was put and the motion was adopted.

MR. CHAIRMAN: I have to inform the Members that the following dates have been fixed for receiving nominations and for holding election, if necessary, to the National Food and Agriculture Organisation Liaison Committee:—

1. Number of Members to be elected—One.
2. Last date and time for receiving nominations—17th November, 1966 (Up to 2 P.M.)
3. Last date and time for withdrawal of candidature—21st November, 1966 (Up to 3 P.M.)
4. Date and time of election—22nd November, 1966 (Between 3 P.M. and 5 P.M.).
5. Place of election—Room No. 63, First Floor, Parliament House, New Delhi.
6. Method of election—Proportional representation by means of the single transferable vote.

THE INSECTICIDES BILL, 1964

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI B. S. MURTHY): Sir, I move:

"That this House concurs in the recommendation of the Lok Sabha that the Joint Committee of the Houses on the Bill to regulate the import, manufacture, sale, transport, distribution, and use of insecticides with a view to prevent risk to human beings or vertebrate animals,