

SHRI M. C. SHAH: May I know, Sir, whether this industry is included in the list of priority industries and if 'yes', what are the special facilities provided to this industry?

SHRI FAKHRUDDIN ALI AHMED: This is included in the priority list; so far as the import of raw materials is concerned, special concession is being given so that the export of leather and leather goods may be encouraged.

श्री राम सह्याय : क्या मैं मंत्री महोदय से यह जान सकूँगा कि इन कौमिल में किन-किन प्रकार के थ्रोर किन-किन जानकारी के लोग रखे गए हैं ?

SHRI FAKHRUDDIN ALI AHMED: Yes, Sir, I can tell that. So far as the Council is concerned, it comprises all owners, manufacturers and exporters. It comprises members from among the consumers. It comprises members having technical and special knowledge, and it comprises members having something to do with the workers and officials.

SHRI P. C. MITRA: May I know, Sir, whether this Development Council that has been formed will also study the effect it will produce if the ban on cow slaughter is accepted?

SHRI FAKHRUDDIN ALI AHMED: This question was considered at the last meeting of the Council and it was the opinion of some of the members that a ban on cow slaughter was likely to affect our exports and also their quality, but one of the members, Mr. Karan, suggested that this would not have any effect on them. So he has been asked to prepare a paper in this connection, which paper will be considered by the Council, and after it has been considered we shall be able to know what will be the effect of it on exports.

SHRI SITARAM JAIPURIA: May I know, Sir what has been the total quantum of exports in leather and leather industry's goods in the last twelve months, and whether this

newly reconstituted Development Council has considered as to what they expect in the next twelve months?

SHRI FAKHRUDDIN ALI AHMED: Yes, Sir, I shall be able to give the figures so far as 1965-66 is concerned, and the hon. Member will see that so far as tanned leather is concerned, it has been 1,47,76,000 kilograms and so far as finished leather is concerned, it has been 16,42,000 kilograms.

MR. CHAIRMAN: Next question.

SHRI C. D. PANDE: Value also.

SHRI FAKHRUDDIN ALI AHMED: They want the value and I can give that too. In 1965-66, so far as leather was concerned, the value was Rs. 25,34,00,000, and so far as finished leather was concerned, it was Rs. 2,87,00,000, and so far as leather manufactures were concerned, it was Rs. 23,00,000.

MR. CHAIRMAN: Next question.

RAILWAY ACCIDENTS

*60. **SHRI M. P. BHARGAVA:**†
SHRI V. M. CHORDIA:
SHRI RAM SAHAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents on Railways since 15th December, 1966.

(b) whether the reports of enquiries by the Inspector of Railways on all Railway accidents in 1966; have been received; and

(c) the number of Railway accidents in 1966 which were due to sabotage and whether culprits in such accidents have been apprehended?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) During the period from 15th December, 1966 to 28th February, 1967, there were 225

†The question was actually asked on the floor of the House by Shri M. P. Bhargava.

accidents on the Indian Government Railways in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains, out of which, however, only 2 accidents were enquired into by the Commission of Railway Safety

(b) During 1966, the Commission of Railway Safety which was previously known as Railway Inspectorate conducted statutory enquiries into 19 accidents and in another 4 cases they drew up their reports on the basis of the proceedings of enquiries conducted by the Railway Administrations. Preliminary reports on these accidents have been received

(c) During 1966, there were 12 cases of accidents which were due to sabotage 30 persons including 5 minor boys were arrested in 7 cases

SHRI M P BHARGAVA May I know, Sir, what is the procedure in the Railway Ministry for dealing with the reports of the Inspectors of Railways, whether they are simply filed, or any action is taken and efforts made to see that the causes of accidents, reported by the Inspectors of Railways are removed in future?

SHRI C M POONACHA Sir, the Railway Safety Commission conduct detailed investigations into the accident and then submit their reports. The reports submitted by them come in two stages. The first one is the draft report and the later one is the final report. The draft report is to be submitted within twentyone days of the accident, and the other one comes a bit later. The draft reports are circulated among all the Additional Commissioners of Safety to check up on certain technical points, as to the reasons due to which the accident took place. Immediately after the draft report is received, actions are initiated by the Railway concerned against the railway staff or officers who are found responsible for the accident and due punishments are awarded in cases where such punishments were warranted

SHRI M P BHARGAVA May I know whether any culprits suspected of sabotage in the railway accidents have been apprehended and whether any cases have been launched against any of these culprits?

SHRI C M POONACHA If the hon Member is referring to 1965 and 1966, as his question stands, I have the figures here. In 1965 there have been six cases of sabotage, and in 1966 there have been twelve cases, and in respect of these thirty persons including five minor boys have been apprehended and further investigations and in some cases trials are in various stages of progress

श्री राजनारायण क्या रेल मंत्री माहदय यह बताएंगे कि जो पहली रपट आई है, उसमें कहीं इसकी भी चर्चा है कि भिलाई कारखान में रेल की पटरी बनाने समय जिस क्वालिटी का फालाद लगना चाहिए था, उस क्वालिटी का फाला नहीं लगा, इसलिए रेल की पटरी जब कभी तेज रफ्तार से ट्रेन चलती है, तो खुद-ब-खुद मुड़ जाती है और दुर्घटना हो जाती है।

SHRI C M. POONACHA The steel material used for railway track is of tested quality, which conforms to the specifications as laid down by the Indian Railways Standards Organisation. There are separate authorities constantly checking, and ascertaining the quality of the steel that is used for the railway track as per the specification laid down by the Organisation

श्री राजनारायण सरकार के उत्तर से निकलने वाला मवाल। क्या सरकार इस बात का पना लगाएगी कि भिलाई में जो इंजीनियर रेल की पटरी बनाने के काम में लगे हैं, उनमें आम चर्चा है कि रेल की पटरी जो पहले निकली, उसमें जिस क्वालिटी का लोहा लगना चाहिए था, उस क्वालिटी का लोहा नहीं लगा ?

वह कच्चा रह गया था ? आम चचा रहत हुए भी—हमसे भी लोग मिले है— क्या सरकार का यह जवाब देना ठीक है कि सरकार कह दे "This is not true" इस सदन में तीन बार मैं इस सवाल को उठा चुका।

। इस सदन में हम सवाल का तीन बार उठान के बाद भी क्या सरकार न कोई जांच की कार्यवाही की है और इस बात का जानने हुए कि यह बात सही है, क्या सरकार इसकी जांच करवाएगी ?

SHRI C. M. POONACHA Sir, as the hon Member himself has suggested, he has heard this from the general talk but as per our investigations, this is not based on facts.

SHRI NIREN GHOSH Sir, the Minister said there were certain cases of sabotage. May I know whether the saboteurs are foreign agents or are they internal agents? Of what type are they? Another question I want to ask is this. Is the Minister aware that there is shortage of personnel among the technical staff as well as among the station staff who handle these movements of the trains on the Railways and this staff is being compelled to work overtime from 8 hours to 12 hours? They are over-worked and their leave is not allowed. May I know whether as a result of this non-recruitment of staff and over-work these railway accidents are frequently taking place?

SHRI C. M. POONACHA If the hon Member is referring to cases of sabotage, I may say that cases of sabotage have been more in the North East Frontier Sector whereas in other sectors the cases are very few. In the Northeast Frontier Sector in 1965 sabotage cases were 3. In 1966 there were as many as 7. In other sectors in the Southern Sector in 1965 there was only one case and in 1966 there was none. In the South Central Sector in 1965 there was none and in 1966 there were 2. In the South Eastern Sector in 1965 there was one and in 1966 there were two cases. In the Western Sector in 1965

there was one case and in 1966 there was one. So it is quite evident that they are not so many as we seem to think. As for the other question of the hon Member whether they were foreign agents, to the extent informations are available with us they are not foreign agents.

MR CHAIRMAN He put his question about the reasons for these accident also.

SHRI NIREN GHOSH Yes, paucity of staff due to non-recruitment of staff, over-work.

MR CHAIRMAN Yes I am pointing that out.

SHRI C. M. POONACHA Sir this is a big organisation employing about 14 lakh people on the Indian Railways. Therefore, I cannot off-hand say as to whether in particular sectors the staff employed is not sufficient to cope up with the workload. That requires certain further examination and as I said I cannot off-hand give the answer. But generally speaking I may say that we are not that much short in man-power requirements to handle the load that the Railways are expected to handle.

MR CHAIRMAN Next question.

श्री विमलकुमार मन्नालालजी चौरडिया
में व्यवस्था का प्रश्न उठता है कि क
क्वाइट आफ आर्डर उठता है।

श्री सभापति उठावें।

श्री विमलकुमार मन्नालालजी चौरडिया
मेरा क्वार्टर आफ आर्डर यह है कि जब से
यह प्रश्न पुकारा गया तब से मैं लगाव
खड़ा हो रहा हूँ मेरा नाम उममें उल्लिखित
है। तो मुझे कौन सा ऐसा तरीका
प्रदाना चाहिए जिससे कि मैं आपका
ध्यान आकर्षित करवा सकूँ।

श्री सभापति मुझे बड़ा अफसोस
है।

श्री मि. कुमार मन्नालाल जो चौरडिया परमो भी में कोशिश करता रहा, क्वेश्चन भावर में बगैर कोशिश करता रहा, लेकिन श्रीमान न एक बार भी अत्रनर नहीं देना चाहें। इसमें ना मेरे नाम के होने हुए भी नहीं दिया। तो मुझे कौन सा तरीका प्रयत्न करना चाहिए।

श्री सभापति मुझे बहुत अफसोस है, आप मेरी नजर से गुजर गये, लेकिन आपका यह भी मालूम हो कि मैंने कई मौकों पर आपको मौका दिया है, आपका नाम हो या न हो।

श्री मि. कुमार मन्नालाल जो चौरडिया वह तो मेरा राइट है लेकिन इसमें मेरे नाम के होने हुए भी अत्रनर नहीं दिया। शुरु से भाग्यव साहब के प्रश्न के समापन होने के बाद से खडा होता रहा।

श्री सभापति अब दलील करने की क्या जरूरत है, मुझे बताना अफसोस है।

PROF SATYAVRATA SIDDHANTALANKAR Sir, I put my question

MR CHAIRMAN No, no I will allow Mr Chordia

SHRI V M CHORDIA I will not ask now, Sir

MR CHAIRMAN All right Mr Ram Sahai

श्री राम नहाय नार्मल क्वेश्चन पर अब भी अभी जा कर्ट एक्सीडेंट्स हुए, उनके बारे में उन्होंने कोई अपनी राय कायम की है और अगर कायम की है, तो उसके लिए क्या क्या प्रयत्न किये गये हैं ?

SHRI C M POONACHA Sir, I have already mentioned that these cases are due to sabotage and we have tightened up our security measures. We have increased the Rail-

way Protection Force and we have subsequently instituted a system of search of the packages and baggages belonging to the passengers which action has had some desirable effect

TRAIN HELD UP BY DESPERADOES

*61 PROF SATYAVRATA SIDDHANTALANKAR Will the Minister of RAILWAYS be pleased to state

(a) whether the 3 Down Aligarh Bareilly passenger train was held up on the morning of December 7, 1966 by some desperadoes with the object of looting the passengers, and

(b) if so, whether the miscreants have since been arrested?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) (a) and (b) No Sir The correct position is that on 5th December, 1966 3 AB Aligarh-Bareilly passenger train was stopped out of course near Purwa Khara railway station by some miscreants to force a get down from the train. According to police report, the intention on the part of these was not to loot the passengers. Police investigations are still in progress. No arrests have been so far made

प्रो० सत्यव्रत सिद्धान्तलाल जो समाचारपत्रों में निकला है वह तो यह है कि पुलिस की रिपोर्ट है कि जब पैसेजर ट्रेन जा रही थी, तब दो व्यक्ति इंजिन के साथ ही जा टिब्बा था, उसमें से उतरे और उसके बाद ड्राइवर जो था या फायरमैन जो था वह भी उतरे और उन्होंने देखा कि तीन आदमी झाड़ियों में से निकले और उनके पास बन्दूकें थी, इन सबको देख कर ड्राइवर ने फायरमैन को कहा कि गाड़ी चलाओ और गाड़ी चला दी। तो यह सारी की सारी जा रिपोर्ट निकली है क्या वह सही है ?