

12 Noon

SHORT NOTICE QUESTION AND ANSWER

TRAIN-BUS COLLISION ON MIRAJ-LATUR SECTION

5 SHRI BABA SAHEB SAVNEKAR: Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that a train-bus collision occurred on the Miraj-Latur metre-gauge line on the 3rd December, 1963;

(b) if so, what was the number of casualties, if any; and

(c) the cause of the collision and the steps Government have taken to accord relief to the persons involved in the accident?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) The collision occurred at unmanned level crossing between Kalamb Road and Dhoki stations on the Miraj-Latur narrow gauge section of Central Railway.

(b) Killed—Four.

Injured—

Grievous—Twelve.

Minor—Twelve.

(c) (i) The cause of the accident is under investigation

(ii) A sum of Rs 3,850 was paid as *ex-gratia* to the next of kin of the four dead and to twelve injured

श्री बाबा साहेब सावनेकर : मैं सिर्फ यह जानना चाहता हूँ कि वह स्थान अनमैंड गेट से कितनी दूर पर था और जब वहाँ पी० डब्ल्यू०डी० की रोड और रेलवे वैगन चल करती है, तो यह मालूम हो सकता था कि बस आ रही है लेकिन फिर भी रेलवे के ड्राइवर साहब ने गाड़ी को नहीं स्टॉप किया,

और यह जानना चाहता हूँ कि रेलवे स्टेशन से वह अनमैंड गेट कितने फासले पर है और यह जो इक्वायरी की गई है उसका मैं समझना हूँ कि बहुत रोज़ हाँ गए हैं इस लिये इक्वायरी के बाद जो मालूमात आई है वह मिनिस्टर साहब बतायेंगे तो बहुत अच्छा होगा ?

SHRI S. V. RAMASWAMY: A number of questions have been put. The fact of the matter is that it was broad daylight, about 9 o'clock in the morning. Visibility was very clear. It was 1,000 ft. on either side from the road to the railway and from the railway to the road. This is a narrow gauge line. The speed will be not more than twenty miles. There is a whistle caution board on the railway line, and also there was a sign post to stop and proceed on the road-side which have been set up by the road authorities. Ignoring all these, in the face of approaching train, the State bus driver rashly and negligently drove across the track. That was the reason.

श्री बाबा साहेब सावनेकर : मालगाडी की छोटी लाइन पर स्पीड कुछ बहुत ज्यादा नहीं रहती है, जो अगर बस ड्राइवर ने गलती की तब भी इंजिन के ड्राइवर को चाहिये था कि वह अपनी मालगाडी रोके क्योंकि मेरे ख्याल से मालगाडी बस से एक फर्लांग पर जा कर टकरा गई ?

श्री सभापति : उसकी तो जांच हो रही है । जो आगको मालूम था वह आपने बता दिया है, अगर जांच में ऐसा मालूम हो जायेगा तो वह कुछ करेंगे ।

SHRI S. V. RAMASWAMY: Sir, it was a goods train no doubt. There were 21 wagons in it and the train, as I submitted, must have had a speed of twenty miles per hour. The momentum itself would carry it even though brake was applied.

श्री बाबा साहेब सावनेकर : घाइदा के लिये वह गेट मैंड दिया जायेगा या नहीं ?

SRI S. V. RAMASWAMY: It is an unmanned level-crossing. The traffic there is very light. There is only one passenger train, and two mixed trains each way for a whole day. The traffic is very light.

SRI B. D. KHOBARAGADE: It has been mentioned by the hon. Minister that the rail and the road were running parallel and it was 9 o'clock in the morning. So the visibility was quite good. If it is so, as it was the responsibility of the motor driver, it was equally the responsibility of the railway driver also. If so, I would like to know whether this question has been referred to the Enquiry Committee, namely whether there was any negligence on the part of the railway driver.

MR. CHAIRMAN: The hon. Member wants to know whether the question that the railway driver was equally responsible has been referred to the Committee.

SRI S. V. RAMASWAMY: There is no Commission. Sir, enquiry is being held. *Prima facie* it is the rashness and negligence of the bus driver.

MR. CHAIRMAN: You have not received the result of the enquiry.

SRI S. V. RAMASWAMY: No, Sir.

SRI B. D. KHOBARAGADE: The hon. Railway Minister has only assumed that it was the negligence of the motor driver.

MR. CHAIRMAN: Apparently there are assumptions on both sides.

SRI B. D. KHOBARAGADE: I should like to know whether this particular issue has been referred to the Enquiry Committee, whether the motor driver was responsible or the railway driver was responsible.

SRI S. V. RAMASWAMY: All that will be enquired into.

MR. CHAIRMAN: The whole matter is before the Enquiry Committee.

WRITTEN ANSWERS TO QUESTIONS

मन्त्रणा निकायों की बैठकें

*५५८. श्री भगवत नारायण भागवत : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि किन कारणों से १९६२-६३ के वर्ष में केन्द्रीय शिक्षा मन्त्रणा बोर्ड, समाज कल्याण मन्त्रणा बोर्ड और राष्ट्रीय दूर-दृश्य शिक्षा बोर्ड की कोई बैठक नहीं हुई ?

†[MEETINGS OF ADVISORY BODIES]

*558. **SRI B. N. BHARGAVA:** Will the Minister of EDUCATION be pleased to state the reasons for which no meeting of the Central Advisory Board of Education, Advisory Board of Social Welfare and National Board of Audio-Visual Education was held during the year 1962-63?

शिक्षा मंत्री (श्री एम. सी. छागला): १९६२-६३ वर्ष के दौरान कोई बैठक न बुलाने के कारण निम्नांकित हैं :—

१. केन्द्रीय शिक्षा सलाहकार बोर्ड—

केन्द्रीय शिक्षा सलाहकार बोर्ड की बैठक जनवरी, १९६३ में होनी निश्चित हुई थी, किन्तु राष्ट्रीय संकट के कारण इसे स्थगित करना पड़ा।

२. समाज कल्याण सलाहकार बोर्ड —

(१) केन्द्रीय समाज कल्याण बोर्ड के गठित होने के बाद, सलाहकार बोर्ड के प्रमुख कार्य, केन्द्रीय समाज कल्याण बोर्ड ने अपने हाथ में ले लिए हैं। इसलिए प्रत्येक