

बिना गेट वाले रेलवे लेवल क्रॉसिंग

*५२६. श्री भगवत नारायण भार्गव : क्या रेल मन्त्री यह कृतान की कृपा करेंगे कि :

(क) भारत में ऐसे कितने लेवल क्रॉसिंग हैं जिन पर गेट नहीं हैं ;

(ख) ऐसे लेवल क्रॉसिंगों की संख्या क्या है जहाँ तृतीय पंचवर्षीय योजना काल में गेट लगाये जायेंगे ; और

(ग) लेवल क्रॉसिंगों पर १९६१-६२ में कितनी बैलगाड़ियों तथा बसों आदि की रेल गाड़ियों से टक्कर हुई ?

t [RAILWAY LEVEL CROSSINGS WITHOUT GATES

*526. SHRI B. N. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway level-crossings in India which are without gates;

(b) the number of such level-crossings where gates will be provided during the Third Five Year Plan period; and

(c) the number of bullock carts and buses, etc., which collided with the trains at level-crossings in 1961-62?]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY) : (a) and (b) There are about 19,000 unmanned level-crossings (excluding cattle-crossing). It is neither feasible nor obligatory to man all the unmanned level-crossings. Individual cases of unmanned level crossings which require manning on local and special considerations are always reviewed by the Railways in consultation with the Civil Authorities.

(c) There were 161 cases of trains running into destructions at level-crossings during 1961-62.

t [] English translation.

†[रेल मंत्रालय में उपमन्त्री (श्री एस० वी० रामस्वामी) : (क) तथा (ख) भारतीय रेलों में बिना चौकीदार के लगभग १९,००० समपार (Level crossing) हैं। इनमें मवेशियों के लिये बनाये गये समपार शामिल नहीं हैं। ऐसे सभी समपारों पर चौकीदार रखना न सम्भव है और न बाध्यकर। जिन समपारों पर स्थानीय और विशेष कारणों से चौकीदार रखना जरूरी होता है, उनके बारे में सिविल अधिकारियों के परामर्श से रेलवे प्रशासन हमेशा विचार करते हैं।

(ग) १९६१-६२ में समपारों पर खराबों से गाड़ियों के टकरा जाने की १६१ घटनाएँ हुई हैं।]

श्री भगवत नारायण भार्गव : क्या मैं जान सकता हूँ कि लेवल क्रॉसिंग में गेट बनाने के सम्बन्ध में आपने जो फेसिड प्रोग्राम बनाया है वह कब तक पूरा हो जायेगा और १९ हजार लेवल क्रॉसिंग में कब तक गेट लग जायेंगे ?

SHRI S. V. RAMASWAMY: Sir, we have made the assessment. About 1,100 unmanned level-crossings have got to be manned, but the question is that the cost is to be shared, and we propose addressing the State Governments in this respect.

SHRI K. SANTHANAM: May I know, Sir, how many of these unmanned level-crossings are urban or near urban areas?

SHRI S. V. RAMASWAMY: I cannot give you the exact figure offhand, but most of them will be in the urban areas.

SHRI A. D. MANI: Sir, the hon. Minister has stated just now in answer to part (a) of the question that it is not obligatory to man all the unmanned level-crossings. What does he mean by 'not obligatory'? Is it not the duty of the Railways to give protection to the people who pass on the roads?

\$[] Hindi translation.

SHRI S. V. RAMASWAMY: Sir, I can only read a portion of the judgment of the Madras High Court. It says:

"It is impossible to expect the Railway to provide for gates and gatemen at every place where the railway line crosses a public highway at a level."

This was the recent judgment of the Madras High Court in the Nellikup-pam case.

DR. JAWAHARLAL ROHATGI: May I know whether it is possible for the Railways to provide cross barriers wherever unmanned level-crossings cannot be manned?

SHRI S. V. RAMASWAMY: It is a suggestion for action.

SHRI EBRAHIM SULAIMAN SAIT: Sir, is the hon. Minister for Railways to be guided by the High Court judgments in the matter of providing level-crossings?

SHRI S. V. RAMASWAMY: Sir, judgments are judgments and we are bound to respect them.

SARDAR SWARAN SINGH: May I add, Sir, that apart from the judgment, the fact of the matter is, as I attempted to explain in the course of the debate, that with regard to the roads which already exist, when a new railway line is constructed, normally the Railways provide the level-crossings. By later developments new roads develop and traffic develops, and it has been a convention that in those cases where strain on the Railways is caused by virtue of fresh developments the expenses are shared. So, when my hon. friend said that it was not obligatory, what he meant was that the financial implications were such that they had to be shouldered by the States.

SHRI ARJUN ARORA: The judgment of the High Court only means that it is not a legal obligation on the part of the Government.

SHRI LOKANATH MISRA: What has he got to do with it, Sir? It is for the Minister.

MR. CHAIRMAN: You ask the question.

SHRI ARJUN ARORA: I am putting a supplementary. May I know if the Railway Ministry is aware of the fact that the High Court judgment only means that it is not a legal obligation on the part of the Railways to man these crossings, but . . .

SHRI BHUPESH GUPTA: That is a reflection on the Ministry.

SHRI ARJUN ARORA . . . the human aspect and the social aspect is there. Is the Railway . . .

MR. CHAIRMAN: Are you putting a question or giving an explanation?

SHRI ARJUN ARORA: My question is, is the Railway Ministry aware that the High Court judgment only deals with the legal obligation and not with the social and human obligations and what is the Ministry's attitude in this respect?

SARDAR SWARAN SINGH: Sir, the hon. Member is entitled to draw his own conclusions from the judgment of the Madras High Court. I have attempted to explain the position that in case the volume of traffic increases even by subsequent events, then the level-crossings are reclassified in the sense that they will have to be provided with gates and the like and there is a financial adjustment according to which the expenses are borne mostly by the States in the case of such new developments. Let us not forget that the State Governments are equally anxious and desirous to afford protection to the road users.

SHRI BHUPESH GUPTA: You are not answering that question anyway; it was a reflection on the Ministry.

May I know from the hon. Minister whether, in view of the fact that it has given rise to a serious situation and that not much is being done, this matter has been specially gone into

by the Ministry in order to remedy the situation which results in many accidents?

SARDAR SWARAN SINGH: My colleague has already said that with regard to those level-crossings which remain unmanned and where the volume of traffic on the road or on the railway track justifies that a manned gate should be provided, the State Governments are being addressed and attempts will be made in a phased manner to have such level crossings manned.

MR. CHAIRMAN: I think we have elicited all the necessary information.

SHRI ARJUN ARORA: I am afraid the Deputy Minister . . .

MR. CHAIRMAN: Order, Order.

SHRI FARIDUL HAQ ANSARI: Sir, the hon. Minister has just said that the State Governments have been communicated with in this respect. May I know when the communication has been sent to the State Governments and whether any State Government has replied to that communication?

SHRI S. V. RAMASWAMY: I said -we were going to address; we have not yet addressed.

SHRI ARJUN ARORA: May I know if the Government is in a position to give the exact number of unmanned level-crossings in urban areas and in rural areas?

MR. CHAIRMAN: This question was put by Mr. Mani and a reply has already been given.

SHRI S. V. RAMASWAMY: If a separate question is put, I shall furnish the exact figures.

VACANCIES IN DIVISIONAL OFFICES ON SOUTHERN RAILWAY

♦527. SHRI P. K. KUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of vacancies existing in the Personnel Branches of the

various divisions on the Southern Railway;

(b) since how long they have remained unfilled; and

(c) whether Railway Board have received any representations from the Divisional Superintendents for augmenting the strength of ministerial staff in the Divisional Offices on the Southern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) 21 vacancies of clerks.

(b) 1 from 15-2-58.

6 from dates after 26-3-62, and 14 from 1-7-62.

(c) No.

SHRI P. K. KUMARAN: While fixing the number of clerks for the Personnel Branches may I know whether any yardstick is prescribed in relation to the number of staff working in each Division?

SHRI SHAH NAWAZ KHAN: Yes, Sir. There is a very definite yardstick fixed.

SHRI P. K. KUMARAN: What is that yardstick?

SHRI DAHYABHAI V. PATEL: How many inches make that yard?

SHRI K. SANTHANAM: What about the metric system?

SHRI SHAH NAWAZ KHAN: A certain number of staff to be dealt with per clerk is given. For the exact number I shall require notice.

दिल्ली के चिड़िया घर के लिये चिपाजी और पक्षी

*५२८. श्री नवाबसिंह चौहान : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली के चिड़ियाघर के लिये चीतों तथा सारसों के