

(ख) अधिक बाढ़ की स्थिति के बारे में, ब्रह्मपुत्र स्थित डिब्रुगढ़ और गोहाटी के लिये, गंगास्थित पटना के लिये, बरक-स्थित सिलचर के लिये, गूमति, खोवाई तथा ढलाई से संबंध, और शिलांग तथा गूमति बाह्यक्षेत्र वर्षापात से संबंध सूचनाएं भेजी जानी होती हैं। पाकिस्तान से अत्राई-स्थित दीनाजपुर के लिये अधिक बाढ़ की स्थिति की सूचनाएं और भीषण वर्षापात के बारे में सिलहट और हबीगंज के लिये सूचनाएं प्राप्त हो रही हैं।

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) The information is being collected and will be laid on the Table of the House as early as possible.

(b) The messages are to be transmitted for Dibrugarh and Gauhati on the Brahmaputra, Patna on the Ganges, Silchar on the Barak, and on Gumti, Khowai and Dhalai, in respect of the high flood stage, and for Shillong and Gumti catchment rainfall. The messages are to be received from Pakistan for Dinajpur on the river Atrai in respect of the high flood stage and for Sylhet and Habigum in respect of heavy rainfall.]

RAILS FROM A FOREIGN COUNTRY FOR DOUBLING OF NAGPUR-DRUG SECTION

305. SHRI NIRANJAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an order has been placed with a foreign country for rails to be used for the doubling of the existing railway line that is in progress on the Nagpur-Drug section of the South-eastern Railway; and

(b) if so, the name of the country and the month in which the order was placed?

†[] English translation.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Yes.

- (b) (i) Czechoslovakia .. August, '60
 (ii) Poland
 (iii) Yugoslavia
 (iv) Japan
 (v) U.K.
 (vi) Belgium .. November, '60

STATEMENT RE: DEATH OF SHRI K. RAMA RAO WHILE TRAVELLING BY HOWRAH-DELHI EXPRESS.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): Sir, Shri K. Rama Rao accompanied by his daughter, a lady nurse and a journalist, Shri G. K. Prasad, boarded the ni class sleeper coach of 11 Up Howrah-Delhi Express on the 9th at Patna Junction for Delhi. They were given seats 72 to 75, which were located on the bench near the door, on the left hand side, at the Delhi end of the coach. It is reported that Shri Rao was occupying the seat nearest to the door, the other two seats being occupied by his daughter and nurse.

At about 10.20 hours when the train arrived at Buxar, it was reported to the Guard that a passenger had fallen off. The commotion on the platform attracted the attention of the Divisional Operating Superintendent, Dinapore who was travelling on the train.

Enquiries with the passengers travelling in the sleeper coach indicated that the probable place of fall was near about kilometer 610, where attempts had also been made by the passengers to stop the train by pulling the alarm chain which, however, did not operate as the apparatus had been blanked off from Mokameh.

[Shri S. V. Ramaswamy.]

Instructions were issued for all the trains on the run between Arrah and Buxar to look for Shri Rao and 39 Up Janata Express which was following 11 Up about 90 minutes later, picked up Shri Rao at kilometer 61 1/6 between Karisath and Behea stations, at about 11.40 hours and when Shri Rao was examined at Behea by a doctor he was found to have been dead. The body was taken to Buxar where his family had detrained and a further examination by the Railway doctor confirmed that life was extinct. The body was handed over to the Railway Police and subsequently, after an inquest by the Civil Police, to the relatives, the finding at the inquest being "accidental death due to fall from running train."

It is ascertained that no post *mortem* was conducted.

Railway Police have registered a case and their investigation report is awaited.

The Eastern Railway have also ordered an enquiry by three senior-scale officers. This enquiry has started from 12th March, 1961.

Enquiries show that the door near which Shri Rao was sitting was in good working order and could be closed and secured properly. The blanking off of the alarm chain by the 11 Up Express was notified in Patna papers, including *The Searchlight* on the 2nd March, 1961.

The blanking off of the alarm chain apparatus was found necessary in view of the heavy incidence of unauthorised pullings on the Dinapore Division of the Eastern Railway, and has been resorted to with a view to avoiding serious dislocation to trains and inconvenience to passengers as well as adverse effects on the capacity for running goods trains for clearing essential traffic.

SHRI BHUPESH GUPTA (West Bengal): I hope, Sir, that some time will be set apart for Members of this House for discussing this matter. But

now I would like to know from the hon. Minister by way of clarification firstly whether, in the matter of investigation, those who travelled with him, the nurse and his relative, were examined. What did they say? Secondly, how is it that 90 minutes passed before the body could be picked up. Thirdly, how is it that the blanking off of the alarm chain at such hours of the night was permitted when passengers might be needing this kind of a safety measure?

Mn. CHAIRMAN: This was at day time.

SHRI BHUPESH GUPTA: I am sorry. It was day time. Such a kind of safety measure the passengers might be needing at any time.

I would like to know how the Government is investigating into this matter and whether there is any idea as to how exactly the death took place. We have got some idea that the door was all right. But we have not got any indication as to how it is that the person went out of the train and fell off. This needs a little clearer answer than the hon. Minister has given because it is an extremely serious matter that a passenger fell from the train and died, and for 90 minutes nothing could be done. Those who travelled with him remained helpless for good hours. After 90 minutes of the incident, the body was picked up. It needs a clearer and more precise explanation for this grim tragedy.

SHRI M. H. SAMUEL (Andhra Pradesh) : I want to ask two or three questions. The Minister said that the wrong chain was pulled.

MR. CHAIRMAN: No, no. The alarm chain was blanked off.

SHRI M. H. SAMUEL: I am sorry. The alarm chain was blanked off and that part of the question is disposed of. Secondly, for a person who was in a sleeping berth to be thrown out from the train through the door requires a great deal of shaking of the train and something cataclysmic must

have happened at that particular time. Otherwise, the obvious conclusion is that he threw himself out. Obviously, that is not correct. Was there any kind of a sudden brake of the train that this should have happened?

SHRI B. D. KHOBARAGADE (Maharashtra): Sir, the hon. Minister has just now stated that the alarm chain was blanked off for the purpose of not causing inconvenience to the traffic because there is unauthorised chain pulling. In this connection, I would like to ask whether instructions were issued to blank off the alarm chain only on this particular express train or on all the passenger trains running on that section.

SHRIMATI YASHODA REDDY (Andhra Pradesh): In case they want to blank off the alarm chain, I would like the Railway Ministry to consider the provision of some other method or device in its place so that in case of any real emergency or when the need is felt, it can be used. Otherwise, it will be very difficult.

SHM FARIDUL HAQ ANSARI (Uttar Pradesh): He said that the door was not in working order.

MR. CHAIRMAN: The door was in working order.

SHRI FARIDUL HAQ ANSARI: How did it happen that the door in working order, which was closed, opened and the passenger fell out?

SHRI HARIHAR PATEL (Orissa): I want to know whether the inmates of the compartment have given any account of the accident?

SHRI A. D. MANI (Madhya Pradesh) : In view of this tragedy, would the Railways stop this blanking off process because we do not want this to happen to any other person?

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): Sir, it might be a repetition, but I do not mind it. I want to ask who kept the door open

or whether it was left open before. Were there not proper bolts or did it open on its own accord? Or did the passengers inside the compartment open the door? Secondly, whatever might have been the cause, why should something that had been kept as an instrument for the protection of the passengers, namely the alarm chain, should have been blanked off? Fire is a dangerous thing but do we not use fire? There are uses and abuses. This is a grim tragedy that the whole country is mourning over and such tragedies should be avoided.

SHRI DEOKINANDAN NARAYAN (Maharashtra): May I know whether the door was open inside or outside?

THE MINISTER OF RAILWAYS (Shri Jagjivan Ram): Sir, it is rather an unfortunate incident but some Members have presumed too much. Mr. Rao was admitted into the Patna Hospital. He had an operation. He was coming without being discharged by the doctor.

MR. CHAIRMAN: Without being discharged by the doctors?

SHRI JAGJIVAN RAM: Without being discharged by the doctor on risk bond. The doctor in charge did not know that. He was accompanied, as has been stated, by his daughter, 9 nurse and another fellow-journalist. It appears that some time after from the departure of the train from Behea station, his daughter and the nurse went to take their breakfast. The journalist, the other companion, was also sleeping in another sleeping berth. When Mr. Rao slipped down, nobody knows. When the daughter and the nurse returned after finishing their breakfast, they found that Mr. Rao was not on his berth. They searched for him. Now, the daughter, when the police contacted her, said that she was not sure, when she left her father to take breakfast, whether the door was closed or it was open. Further investigation is being conducted and the point will be ascertained. But the information which we have got at present is that the door was quite in

[Shri Jagjivan Ram.] working order. It opened inside and not outside and all the bolts for securing it were in working order. When the daughter searched for him, the some passengers informed her that they saw something falling out of the door. Perhaps he was ill. He was wrapped in clothes. Then after that, the alarm chain was pulled and, as has been stated, because it was blanked off, the train did not stop. Then the train stopped at Buxar and the station staff were informed. The Divisional Operating Superintendent was travelling by that train and he took immediate steps to inform the trains on the run to pick up Mr. Rama Rao and the earliest train that followed picked him up. He had accepted that there was no serious jolt or anything like that because in that case the other passengers might have noticed that. Well, Sir, I cannot say anything more at this stage. The matter is being investigated by the railway officers and also by the police. As the incident took place, I have narrated it according to the information in our possession.

SHRI M. H. SAMUEL: Apart from his daughter and the nurse, who had gone out of the compartment for breakfast, there were, as the hon. Minister said, other persons in the same compartment. Were those other persons interrogated, and what is the information that they gave?

SHRI JAGJIVAN RAM: There was only one other fellow-journalist. I am afraid the hon. Member presumes too much, and it is something I have not stated. I have not stated that his daughter and the nurse went out of the compartment. I have not said that, and he is just putting something which I have not said. I said that they went to some other place. I did not say that they went out of the compartment.

(Interruptions.)

DIWAN CHAMAN LALL (Punjab): May I intervene in this to throw a little oil on the troubled waters? It is a fact that there was another person

travelling with Mr. Rama Rao who, at that time, had gone into the lavatory. He was away for three minutes, and during these three minutes this incident happened. So nobody saw what actually happened.

SHRI AKBAR ALI KHAN (Andhra Pradesh): There was no justification at all for making the alarm pulling chain ineffective and this should not have been done to avoid some other inconvenience.

SHRI JAGJIVAN RAM: It is a matter of opinion. As at present the instruction stands that where there is large-scale unauthorised pulling of alarm chains, the apparatus is blanked off, and it is blanked off for very good reasons, and in the case of blanking off of chains one or two persons may be inconvenienced, but due to the chain-pulling on a wide scale thousands of lives are put to inconvenience.

SHRI BHUPESH GUPTA: Before the investigation is over, it would not be proper for the hon. Minister to make this statement with regard to the blanking off of the alarm chain. I think he should have waited till the investigation was over.

MR. CHAIRMAN: You should also wait without asking questions.

SHRI BHUPESH GUPTA: I did not put questions till I heard the hon. Minister's statement. The press had reported an alarming piece of news. And are we to sit idle when such things come to our notice, such a tragedy? I would like to know, after what the hon. Diwan Chaman Lall had said, why such statements or such indications are not there in that statement, not even what the hon. Minister had said. And we would like to know the position of the particular seat or berth, and its position in relation to the door. How is it that one fell from the seat and then fell out of the compartment altogether? We do not get any light from the statements.

SHRI JAGJIVAN RAM: On that point I have stated that I am not in a position to express any opinion, and I shall avoid expressing any opinion as long as the investigation by the railway officers and the police is going on I have just given the factual statement that is in our possession.

(In-interruptions.)

SHRI N. VENKATESWARA RAO (Andhra Pradesh): I heard the Deputy Minister say that no post *mortem* examination was held. If the examination was held, probably it could have revealed whether Mr. Rama Rao died immediately after falling, or he died some time later, and that would have cleared matters to a greater degree.

SHRI JAGJIVAN RAM: It is not for us to decide, it is for the civil authority to decide whether post *mortem* is necessary or not.

SHRIMATI T. NALLAMUTHU RAM-AMURTI: Do I understand, Sir, that there was no one in the compartment when Shri Rama Rao fell out? It appears that his fellow journalist was in the lavatory at the time, and when he came out, he found that the gentleman had vanished, and also that his daughter and the nurse who were accompanying him and were to attend on him as a patient had also left the compartment and came back much later. Now . . .

MR. CHAIRMAN: I think there is no point in discussing; we have to wait for the investigation report before we enter into further discussion on this matter.

SHRI BHUPESH GUPTA: It is clear criminal negligence on the part of the railways, and we would like to discuss such things.

SHRI B. D. KHOBARAGADE: We must discuss it in this House; we must have an opportunity to discuss it here.

MR. CHAIRMAN: Order, order.

PAPERS LAID ON THE TABLE

THE BUDGET ESTIMATES (1961-62) OF THE DAMODAR VALLEY CORPORATION

THE MINISTER OF IRRIGATION AND POWER (HAFIZ MOHAMMAD IBRAHIM): Sir, I beg to lay on the Table, under sub-section (3) of section 44 of the Damodar Valley Corporation Act, 1948, a copy of the Budget Estimates of the Damodar Valley Corporation for the year 1961-62. [Placed in Library See No. LT-2712/61].

AMENDMENT IN THE PUNJAB MOTOR VEHICLES RULES, 1940

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): Sir, I beg to lay on the Table, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, a copy of Notification No. H (T) 14-427/59, dated the 10th November, 1960, publishing an amendment in the Punjab Motor Vehicles Rules, 1940, as applied to Himachal Pradesh, issued by the Himachal Pradesh Administration. [Placed in Library See No. LT-2729/61].

THE ORISSA APPROPRIATION ORDINANCE 1961 AND THE PRESIDENT'S ORDER RE- LATING THERETO

THE DEPUTY MINISTER OF HOME AFFAIRS (SHRIMATI VIOLET ALVA): Sir, on behalf of Shri Lal Bahadur Shastri I beg to lay on the Table, in pursuance of the President's Proclamation in relation to Orissa dated the 25th February, 1961 a copy of the Orissa Appropriation Ordinance, 1961 (Ordinance 3 of 1961), issued by the Governor of Orissa on the 23rd February, 1961, and a copy of the President's Order dated the 10th March, 1961, withdrawing the said Ordinance. [Placed in Library. See No. LT-2726/61].