

datory and are taken into consideration while framing Government's import policy.

مولانا ایم - فاروقی : کیا آنریبل

منسٹر یہ بتائیں گے کہ اس وقت کتنی

کمپنیاں ایسی ہیں جو ٹرک بنا

رہی ہیں ؟

†[مولانا ام॰ فاروقی : کیا آن-
ریبل منسٹر یہ بتائیں گے کہ اس وقت
کتنی کمپنیاں ایسی ہیں جو ٹرک بنا رہی
ہیں ؟]

श्री राज बहादुर : मैं समझता हूँ कि
इस सवाल का सम्बन्ध कामर्स एंड इंडस्ट्री
मिनिस्ट्री से है ।

مولانا ایم - فاروقی : کیا آنریبل

منسٹر یہ بتائیں گے کہ اس وقت

جو ٹرک بن رہی ہیں ان میں جو

پرزے وغیرہ استعمال کئے جاتے ہیں

وہ کتنے فیصدی ہندوستان کے ہیں

اور کتنے باہر کے ہیں ؟

†[مولانا ام॰ فاروقی : کیا
آن-ریبل منسٹر یہ بتائیں گے کہ اس وقت
جو ٹرک بن رہی ہیں، ان میں جو پورے
استعمال کیے جاتے ہیں وہ کتنے فیصدی
ہندوستان کے ہیں اور کتنے باہر کے ہیں ؟]

श्री राज बहादुर : मैं कुछ सूचना दे
सकूंगा, लेकिन सवाल कामर्स एंड इंडस्ट्री
मिनिस्ट्री का है ।

*419. [The questioner (Shri J. V. K. Vallabharao) was absent. For answer, vide cols. 2429-30 infra.]

दुर्घटनाओं के लिए जिम्मेदार ठहराये गये
रेल कर्मचारी

*420. श्री राम सहाय : क्या
रेल मंत्री यह बताने की कृपा करेंगे कि

जनवरी से अक्टूबर, १९५८ तक की अवधि
में हुई रेल दुर्घटनाओं के लिये कितने तथा
किस-किस श्रेणी के रेल कर्मचारी जिम्मेदार
पाये गये और उनमें से प्रत्येक को क्या
सजा दी गई ?

†[RAILWAY EMPLOYEES HELD RESPON-
SIBLE FOR ACCIDENTS

*420. SHRI RAM SAHAI: Will the
Minister of RAILWAYS be pleased to
state the number and the ranks of the
railway employees who were found
responsible for the railway accidents
which occurred during the period from
January to October 1958, and the
punishment awarded to each of them?]

रेल उपमंत्री (श्री शाहनवाज खां) :

एक बयान सभा-पटल पर रख दिया गया है ।

(देखिये परिशिष्ट २३, अनुपत्र संख्या २९) ।

†[THE DEPUTY MINISTER OF
RAILWAYS (SHRI SHAH NAWAZ
KHAN): A statement is laid on the
Table of the House. (See Appendix
XXIII, Annexure No. 29)].

श्री राम सहाय : क्या मैं माननीय मंत्री
महोदय से जान सकूंगा कि ये स्टेशन मास्टर,
जिनके बारे में आपने दो की संख्या बताई है,
उनकी किस प्रकार की गलती थी ?

श्री शाहनवाज खां : यह बता तो सकता
हूँ लेकिन थोड़ा वक्त लगेगा । अक्सर जो
एक्सिडेंट्स हो जाते हैं, वे प्वाइंट्स गलत
सेट करने से हो जाते हैं । स्टेशन मास्टर की
यह ड्यूटी होती है कि वह जा करके देखे कि
प्वाइंट्स सही तौर पर लगे हैं या नहीं । तो
अक्सर यही उनकी गलती होती है ।

श्री अनोलख चन्द : क्या मैं यह जान
सकता हूँ कि क्या कोई स्टेशन मास्टर कभी भी
किसी प्वाइंट को देखने जाता है कि वह ठीक
लगा है या नहीं, या यह उसकी खाली कारगुजी
ड्यूटी है ?

श्री शाहनवाज खां : यह कागजी ड्यूटी नहीं है। जिसको प्वाइंट इंडिकेटर कहते हैं वह स्टेशन के सामने से खड़े हो कर देखा जाता है। अगर प्वाइंट सही सेट है, तो हरी बत्ती दिखाई पड़ती है।

SHRI D. A. MIRZA: May I know, Sir, who is incharge of the point indicators?

SHRI SHAH NAWAZ KHAN: It is the station master's responsibility to see that the point indicators indicate the right signals?

SHRI D. A. MIRZA: Are the pointsmen also responsible?

SHRI SHAH NAWAZ KHAN: The pointsmen are responsible for setting the points.

SHRI D. A. MIRZA: May I know the qualification for a pointsman? Has any regulation been prescribed?

SHRI SHAH NAWAZ KHAN: Yes, Sir. The pointsman must know how to set points.

SHRI D. A. MIRZA: May I know whether any academic qualifications are prescribed for the pointsmen?

MR. CHAIRMAN: Have any academic qualifications been prescribed for pointsmen? That is his question.

SHRI SHAH NAWAZ KHAN: They should be literate. Now in the new recruitment it is desirable that they should be educated up to the Eighth Standard, but we have some pointsmen who are not educated.

مولانا ایم - فاروقی : کیا آنریبل
منسٹر یہ بتائیں گے کہ اسٹیشن ماسٹر
یا اس طرح کے اور جو بڑے ایمپلائز
ہیں وہ بھی اس میں مجرم قرار
پائے گئے یا صرف چھوٹوں کے اوپر ہی
الزام رہا -

†[पौलाना एम० फारुकी : क्या ग्रान-
रेबिल मिनिस्टर यह बतायेंगे कि स्टेशन
मास्टर या इस तरह के और जो बड़े इम्प्लाइज
हैं वे भी इसमें मुजरिम करार पाये गये या
सिर्फ छोटों के ऊपर ही इल्जाम रहा ?]

श्री शाहनवाज खां : स्टेटमेंट में दिया गया है। चाहे छोटे हों या बड़े हों, जो भी गल्ती करते हैं, उन सब को सजा मिलती है।

SHRI MAHESWAR NAIK: May I know to what extent the Government have been able to enforce human elements in preventing accidents?

SHRI SHAH NAWAZ KHAN: What is the question?

MR. CHAIRMAN: What are the attempts you have made to raise their efficiency and competence?

SHRI SHAH NAWAZ KHAN: Proper supervision and deterrent punishment.

SHRI T. V. S. AVINASHILINGAM CHETTIAR: May I know what percentage of the accidents is due to the running staff, that is the personnel who man the engines, and what percentage of the accidents is due to the station staff?

SHRI SHAH NAWAZ KHAN: In this particular statement mention has been made of 18 serious accidents. Out of those the majority of the accidents, about 11, are due to derailments, that is generally due to the wrong setting of points.

SHRI D. A. MIRZA: May I know the punishment that is awarded to those who are responsible for the accidents?

SHRI SHAH NAWAZ KHAN: It is given in the statement.

MR. CHAIRMAN: He has made a statement.

SHRI V. PRASAD RAO: Sir, he has given out that it is human factor that

†[]Hindi transliteration.

is responsible for these accidents, and when you have specifically asked him to reply to the question as to what steps they are going to take, it has been given out as proper supervision and deterrent punishment. It is not a fact that the Railway Accidents Enquiry Committee did suggest that also the human fatigue is responsible for this thing, so that the working hours and other things must be properly examined? Secondly, may I know whether railway automatic signalling is to be installed to avoid this human element?

SHRI JAGJIVAN RAM: This question was thoroughly gone into by Justice Rajadhyaksha and recommendations were made in great detail regarding the duty hours etc. The Railways are observing the recommendations of the Rajadhyaksha Committee in this matter.

SHRI D. A. MIRZA: May I know how many lives were lost in the accidents during this year?

SHRI SHAH NAWAZ KHAN: In these 18 accidents, 93 persons were killed.

SHRI V. VENKATARAMANA: Does the hon. Minister propose to have a compulsory insurance scheme for all the passengers?

MR. CHAIRMAN: Compulsory insurance scheme on account of these accidents, have you thought of it, he asks?

SHRI JAGJIVAN RAM: I will look into that.

NATIONALISATION OF TRADE IN FOOD-GRAINS

*421. **SHRI MAHESWAR NAIK:** Will the Minister of Food and Agriculture be pleased to state the reasons which led to Government's decisions to nationalize the trade in foodgrains?

THE DEPUTY MINISTER OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS): The decision to nationalize

trade in foodgrains was taken mainly because it was felt that this was the only sure way of stabilising prices of foodgrains.

SHRI MAHESWAR NAIK: May I know what are the States which have so far implemented this programme?

SHRI A. M. THOMAS: I explained the position two or three days back when we had a debate on the non-official resolution of Dr. Seeta Parmanand. A Working Committee has been constituted to work out the details of the scheme. We are awaiting a report from them, and then a final decision will be taken.

SHRI MAHESWAR NAIK: In view of the fact that State trading in foodgrains involves certain element of monopolistic tendency, may I know what safeguards the Government has adopted to protect the small marginal agricultural growers against unreasonable prices?

SHRI A. M. THOMAS: State trading implies guarantee of a reasonable price to the grower also, so that the small grower will be protected.

SHRI BABUBHAI M. CHINAI: May I know the approximate amount of investment involved in this state trading in foodgrains?

SHRI A. M. THOMAS: It is too early to forecast the amount that would be necessary for our procurement operations. As I have already said, the report is being awaited after which Government will finalise matters.

SHRI AMOLAKH CHAND: Is the Minister aware that hartals are being organised by grain dealers in various grain 'mandis', and if so, what steps are being taken to explain to the public the necessity of these steps in the public interest?

SHRI A. M. THOMAS: When vested interests are affected, certainly there