

SHRI P. C. BHANJ DEO: May I know, Sir, how much rice from Burma is expected to be imported during the current year and at what price?

SHRI A. M. THOMAS: During the current year it will be about 3 lakh tons. The landed cost would be about Rs. 18 to Rs. 19 per maund.

SHRI V. PRASAD RAO: Because of the drop in production may I know whether the Government is thinking that the present buffer stock would be sufficient and whether it would be necessary to increase the buffer stocks?

SHRI A. M. THOMAS: We do not think that the present stocks would be sufficient. That is why we are negotiating for further imports.

DR. SHRIMATI SEETA PARMA-NAND: We are supposed to save Rs. 100 crores as a result of the successful Grow More Food Campaign. How is it that we require Rs. 100 crores worth of foodgrains still more to come?

SHRI A. M. THOMAS: Natural calamities.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, how many fair price shops are still working in Delhi in the rural areas?

SHRI A. M. THOMAS: There are only a few fair price shops working because Delhi is included in the zone comprising Punjab, Himachal Pradesh and Delhi and here the price of wheat is not as high as in other areas in the country.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if the hon. Minister has received any complaint from the rural areas here that wheat is selling at about Rs. 20 per maund?

SHRI A. M. THOMAS: That is not correct.

DERAILMENT OF THE CARRIAGES OF ALLAHABAD EXPRESS AT DULAHPUR STATION

♦122. SHRI J. H. JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was derailment of the carriages of the Allahabad Express at Dulahpur Station on the 31st May, 1958;

(b) what is the number of persons who (i) died, and (ii) received injuries; and

(c) what are the causes of the derailment?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes, at about 3.23 hours on 31st May, 1958 while No. 5 Up Allahabad Express train was entering Dulahpur station on the Bhatni-Varanasi, Metre Gauge Section of the North Eastern Railway, two vehicles next to the engine got derailed near the facing points.

(b) One person was killed and 19 received minor injuries.

(c) The Government Inspector of Railways has held his statutory enquiry. The Assistant Station Master and the Pointsman on duty have been arrested and released on bail. The case is sub-judice.

SHRI J. H. JOSHI: What is the maximum amount paid as compensation to the dead and what is the minimum amount paid to the dead?

SHRI SHAH NAWAZ KHAN: The dead do not actually receive any compensation. Their dependants do.

SHRI V. K. DHAGE: Question No. 123 is on a similar subject, relating to another similar accident. It may be taken up together.

MR. CHAIRMAN: Is it all right, Mr. Joshi? Put the two questions together.

SHRI J. H. JOSHI: They are separate; they are entirely different questions.

SHRI V. K. DHAGE: They are all accidents.

MR. CHAIRMAN: It is all right. Go ahead. He wanted to know the minimum compensation and the maximum compensation. You started by saying that the dead receive no compensation, then, their dependants do.

SHRI SHAH NAWAZ KHAN: The maximum compensation allowed under section 82 of the Indian Railways Act is Rs. 10,000. The minimum depends upon the Claims Commissioner.

SHRI J. H. JOSHI: I want to know specifically what is the maximum amount paid to a particular person or the descendant of a dead person?

SHRI SHAH NAWAZ KHAN: The compensation is in accordance with the earning capacity of a deceased person. It depends on the last salary that he was drawing.

MR. CHAIRMAN: What he wants to know is how much has actually been paid to the dependants of the person who was killed.

SHRI SHAH NAWAZ KHAN: In this particular case the payment has not yet been made. We have paid Rs. 400 *ex-gratia* payment.

SHRIMATI T. NALLAMUTHU RAMAMURTI: Is there any day when we do not hear of a railway accident? Even today in the papers there was another accident.

SHRI D. A. MIRZA: Every day some accident is there. Will the Government take a serious view of this situation? Otherwise, what is the use of hearing such answers?

DR. RAGHUBIR SINH: I find that it has become the rule rather than the exception. May I know what measures

are being taken to avert these accidents?

MR. CHAIRMAN: Order, order. The Minister is answering.

SHRI JAGJIVAN RAM: We are equally anxious and sorry for the accidents that have been taking place. I have asked the Railway Board to prepare a review of the accidents for the last twenty years and I propose to place that review in the hands of the Members. We have taken certain steps so as to inculcate a sense of responsibility and duty among the staff concerned with the running of the trains; but in spite of all these actions that we have taken there have been cases of human failure. In most cases we are finding that it is due to the human failure that these accidents are taking place. We are tightening the supervision of these things and expect that some results will be produced.

SHRI SANTOSH KUMAR BASU: May I ask whether in these individual cases of human failure, any attempt has, up till now, been made to find out if there was any individual case of frustration due to unjust discrimination?

SHRI JAGJIVAN RAM: We have been trying to analyse whether there was any fatigue element involved or there was any genuine cause for grievance, but up till now we have not been able to locate any specific reason for this human failure.

MR. R. P. DUBE: I wanted to ask the Minister as to what they have done about the procedure for taking action on these class IV people. He has said just now that they have suspended the station masters and punished them. All these accidents generally happen — derailment and all other things — mostly due to slackness. As far as I know the procedures are long. They cannot take quick action, that is why these things happen.

SHRI JAGJIVAN RAM: He has given the answer himself. It is a

fact that our procedure *ior* disciplinary action is such that it takes a long time, and by the time the punishment is awarded, many people have perhaps forgotten about the incident or the cause of the disciplinary action. We have from the Railway Board authorised the General Managers that in cases where safety rules have been ignored quick action may be taken, and some actions have been taken.

SHRI T. S. AVINASHILINGAM CHETTIAR: May I know whether the accidents are due to human failure because of increased strain or whether they are due to mechanical defects or due to other causes?

SHRI JAGJIVAN RAM: As I have said, I am proposing to bring out a review of the accidents in which all these things have been explained in detail. After that the hon. Members will be in a better position to judge for themselves what are the causes.

SHRI V. K. DHAGE: May I know by what date the review will be available?

SHRI JAGJIVAN RAM: I propose to submit that review during the course of this month.

DR. R. P. DUBE: The hon. Minister has just now said that he had authorised the General Managers of Railways to take action. I would request him to see that the district people who are really and directly responsible are given the necessary authority so that quick action can be taken.

MR. CHAIRMAN: You are suggesting action.

SHRIMATI T. NALLAMUTHU RAMAMURTI: What is the remedy that is to be sought for these procedural delays which endanger human lives and incapacitate whole families? I want an answer from the Minister.

SHRI JAGJIVAN RAM: The rules for disciplinary action are complicated ones; so it takes time. We have in such cases authorised the General Managers to take quick action. I do not think in view of the provisions in the Constitution we can do away with what guarantee has been given to the civil servants.

DERAILMENT OF A PASSENGER TRAIN ON BHAVNAGAR-MAHUVA SECTION

*123. SHRI J. H. JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was derailment of a passenger train on Bhavnagar-Mahuva Section towards the end of May, 1958; and

(b) if so, what were the causes of the derailment?

THE DEPUTY MINISTER OF RAILWAYS (Sura SHAH NAWAZ KHAN): (a) On 27th May 1958, while No. 500 Down Mixed train was on the run between Longdi and Datha Road stations on the Bhavnagar-Mahuva Narrow Gauge Section of the Western Railway, the fifth coach from the Engine derailed.

(b) Two fragments of stone, that had fallen from a ballast train ear-lier, came in contact with and derailed a pair of wheels of the coach mentioned.

SHRI J. H. JOSHI: Is the press report correct that the alarm chain did not work properly and the brake could not be applied soon with the result that the derailed carriages were dragged on the track for a long distance?

SHRI SHAH NAWAZ KHAN: That is not our information. The total damage to railway property in this accident was only Rs. 201. So it is obvious that the carriages were not dragged for any great distance.

SHRI J. H. JOSHI: Are the Government aware that there was a