

SHRI P. S. RAJAGOPAL NAIDU: May I know how many Hindi telegrams have been received in the Madras office in the year 1956-57?

SHRI RAJ BAHADUR: State-wise it is not possible to give these figures.

श्री अमोलख चन्द : क्या मंत्री महोदय यह बतला सकेंगे कि कितने टेलीप्रिन्टर मंगाये गये हैं ? उनमें से कितने लग गये हैं और कितने स्टोर में रखे हुए हैं ?

श्री राज बहादुर : मैं इसका उत्तर विस्तार से दे चुका हूँ । लेकिन जैसा मैंने कहा कि २० मंगाये गये थे, उनमें से अधिकांश दिये जा चुके हैं और बाकी दिये जा रहे हैं ।

श्री अमोलख चन्द : कितने बाकी रह गये हैं ?

श्री राज बहादुर : करीब ८ या १० दिये जा चुके हैं और ८ या १० एलाट हो चुके हैं ।

SHRI M. VALIULLA: May I take it that the question refers only to the Roman and Hindi characters, and one can send telegrams in any language provided they are in these characters?

SHRI RAJ BAHADUR: It is quite obvious, Sir; because in Bombay, the number of offices is the largest; it is 391.

*488. [The questioner (Shri Tajamul Husain) was absent. For answer, vide cols. 3583-3584 infra.]

PRECAUTIONARY MEASURES TAKEN BY RAILWAYS TO AVOID ACCIDENTS IN MONSOON

*489. SHRI AMOLAKH CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) what precautionary measures have been taken by Government to ensure safe and through running of

Railways during the monsoon to avoid any accidents; and

(b) whether instructions to take particular precautionary measures have been issued by the Railway Board to all Railway Zones or each Railway Zone has been instructed to formulate their own actions?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) Chapters XIV and XVII of the Indian Railways Way and Works Manual contain instructions regarding pre-monsoon precautionary measures and patrolling of the railway line during monsoons or in time of emergency. In addition, other instructions on the subject have been issued from time to time to Railways and the Railways have been clearly told that expenditure should not stand in the way of taking adequate safety measures. Arrangements have been made with the Meteorological Department for issue of advance warnings to local railway officers whenever storms, gales or heavy rainfall are expected.

Further, on receipt of Judicial Inquiry Report on Ariyalur Accident, instructions have been issued to Railways on each of the recommendations made by the Commission with a view to preventing accidents in future. Similar action is being taken on recommendations contained in the reports on the accident near Mahbubnagar and the Venkataram Committee Report on bridges on Ex. Nizam State Railway, in so far as they are not covered by the recommendations contained in the Ariyalur Accident Report.

(b) The Railway Board issue instructions covering general principles and decisions only. The Railway Administrations issue detailed instructions in conformity with and as supplementary to Railway Board's instructions, to suit the local conditions

SHRI AMOLAKH CHAND: May I know, Sir, what recommendations have been accepted and acted upon as mentioned in paragraph 2 of the statement given by the Ministry?

SHRI SHAH NAWAZ KHAN: Sir, there are certain recommendations made regarding the intensity of patrolling; they have been implemented. Also there were certain recommendations regarding the strengthening of bridges; they have been implemented. But there is a long list of the other recommendations. I cannot remember each and every one of them.

SHRI AMOLAKH CHAND: If the hon. Minister cannot remember, how can the Members know about it?

(No reply)

SHRI AMOLAKH CHAND: May I know, Sir, whether the Railway Minister convened a conference of the Chief Ministers of the States regarding these monsoon precautions?

SHRI SHAH NAWAZ KHAN: Sir, a conference of the Chief Ministers was held in Delhi at which various matters regarding precautions to be taken during the monsoons to avoid any future accidents were discussed, and it was eventually agreed to form a joint committee of Engineers in each State—Engineers from the P.W.D. and other engineering departments—and these joint committees have been formed in most of the States.

SHRI AMOLAKH CHAND: May I know whether these committees are functioning?

SHRI SHAH NAWAZ KHAN: They are functioning in some States. In other States, as I said, they are in the process of being formed.

SHRI AMOLAKH CHAND: May I know, Sir, that even after taking all these precautions accidents did occur and explosions are going on?

SHRI SHAH NAWAZ KHAN: In spite of all these precautions, accidents will take place, and nobody in

the world can stop accidents taking place.

SHRI AMOLAKH CHAND: May I know, Sir, if any powerful torches have been given to the night patrol men to see the lines during the heavy rains?

SHRI SHAH NAWAZ KHAN: Yes, Sir, a three-cell torch which is fairly powerful has been included as part of equipment for every patrol man.

DR. R. B. GOUR: What is the actual work of this joint committee of Engineers?

SHRI SHAH NAWAZ KHAN: To hold consultations and discuss those matters which might affect the safety of track and bridges. For instance, when the States put up any bunds in regard to their irrigation works etc., those bunds may have some effect on the bridges. So, there is continuous co-operation and consultation so that the safety of the running trains is not affected in any way.

DR. R. B. GOUR: Is it also the duty of these joint committees of Engineers to go and see the various tanks or projects that lie on the various rivers or rivulets before the monsoon sets in, so that any prospective breach may be put right beforehand and action taken?

SHRI SHAH NAWAZ KHAN: Sir, the Railway Engineers particularly keep a very keen watch on any such tanks that may cause damage to the railway line or bridges.

DR. R. B. GOUR: May I know whether any other Engineers also keep a watch over these tanks because sometimes they come under the P.W.D. and other Departments?

SHRI JAGJIVAN RAM: The whole purpose of this committee is also that. A tank or an irrigation project may be at a distance from the railway track, and it may not be possible for the Railway Engineers themselves to keep a watch over them. In that case,

it will be for the Irrigation Department or the P.W.D. of the State concerned to keep a watch over them and keep them in a good condition, so that in the heavy monsoon they do not give way and affect the railway track.

DR. R. B. GOUR: Can this not be one of the activities of this joint committee?

SHRI JAGJIVAN RAM: I said that that is one of their functions.

SHRI MAHABIR PRASAD: May I know, Sir, if engines have been provided with glasses as suggested by the Mahbubnagar Enquiry Committee?

SHRI SHAH NAWAZ KHAN: All engines are provided with glasses. The Committee had recommended a special type of glass, but we feel that the glass in existence at present is serving the purpose well enough.

SHRI B. K. MUKERJEE: In reply to a supplementary question, the hon. Deputy Minister stated that accidents must occur. In view of that statement, may I know whether the Government is not going to take any precautionary measures to prevent future accidents?

MR. CHAIRMAN: What he said was: In spite of all the precautions we take, accidents will occur; what are we to do? That is what he said.

*490. [The questioner (Shri Maheswar Naik) was absent. For answer, vide col. 3584 infra.]

TRANSPORTATION OF TEA AND RAW JUTE BY THE N. E. RAILWAY

*491. SHRIMATI PUSHPALATA DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the total quantity of tea transported by the North Eastern Railway for the following steamer ghats in 1956:

- (i) Neamatighat;
- (ii) Silghat;
- (iii) Singrighat;
- (iv) Tezpurghat;
- (v) Amingaon;
- (vi) Dhubrighat; and
- (vii) Pandughat;

(b) the corresponding figures for the above ghats in the year 1955; and

(c) the total quantity of raw jute carried by the North Eastern Railway during the years 1955 and 1956?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

Total quantity (in tons) of tea transported by the North Eastern Railway

- | | |
|--------------|-------------|
| (a) In 1956: | (i) 29712 |
| | (ii) Nil |
| | (iii) Nil |
| | (iv) 33 |
| | (v) 483 |
| | (vi) 23760 |
| | (vii) 33788 |

Total 87776 tons.

- | | |
|--------------|-------------|
| (b) In 1955: | (i) 26324 |
| | (ii) Nil |
| | (iii) Nil |
| | (iv) 311 |
| | (v) 2313 |
| | (vi) 15437 |
| | (vii) 25359 |

TOTAL 69744 tons.

(c) Total quantity of raw jute carried by North Eastern Railway.

- | | | | |
|---------|----|----|--------------|
| In 1955 | .. | .. | 267733 tons. |
| In 1956 | .. | .. | 388245 tons. |

SHRIMATI PUSHPALATA DAS: Sir, from the statement it is clear that from Silghat and Singrighat tea could not be transported in the year 1955-56. May I know the reasons why tea could not be transported?