

STATEMENT

(a) 41 train accidents.

Categories included are:

Derailments, collisions, averted collisions, reception of trains on blocked or wrong lines, trains running away, parting of trains, trains running into road traffic at level crossings, fires in trains, trains running without proper line clear or without line clear.

(b) 48 (grievous—7; minor—39).

| (c) Causes | No. of accidents. |
|---|-------------------|
| Failure of Railway Staff | 10 |
| Failure of other than Railway Staff | 2 |
| Failure of mechanical equipment (engines, rolling stock etc.) | 12 |
| Tampering with track | 2 |
| Still under enquiry | 15 |

SHRI S. N. MAZUMDAR: Sir, I find from the Statement that there are some ten accidents which, they say, are due to failure of railway staff. May I know, whether the Government have made any enquiry to find out whether the railway staff referred to were over-worked and whether these failures were due to their being over-worked?

SHRI O. V. ALAGESAN: Enquiries are conducted by the enquiry officer or the committee of officers or if it is a statutory one by the Government Inspector of Railways, and they come to their judgments and conclusions.

SHRI S. N. MAZUMDAR: As regards the number of accidents due to failure of mechanical equipment, their number is given as twelve in the Statement. Do I take it that the failures were due to the use of over-aged or unusable locomotives or coaches or things like that?

SHRI O. V. ALAGESAN: To answer that I have to go into the detailed enquiry reports concerning each acci-

dent which I do not have before me now.

SHRI S. N. MAZUMDAR: He does not like to go into details. Then there is another question. In view of these accidents, do Government think of taking any steps to instal electrical interlocking devices so that such accidents may not happen?

SHRI O. V. ALAGESAN: Wherever they were due to the signalling arrangements being defective, there is a programme to make the signalling arrangements perfect and that is going according to programme. In addition to the usual measures that are being taken, on the North Eastern Railway there has been appointed a standing committee of senior administrative officers who are asked to review these accidents every three months and to recommend such action as they deem necessary.

SHRI B. K. MUKERJEE: Since the implementation of the recommendations of the Enquiry Committee, has there been any reduction in the number of these accidents?

SHRI O. V. ALAGESAN: It is rather difficult for me to say whether there has been a reduction after the recommendations of the Committee had been implemented.

LEPROSY CENTRES RUN BY INDIAN AUXILIARY OF THE MISSION TO LEPERS

*215. DR. RAGHUBIR SINH (ON BEHALF OF SHRI M. GOVTNDA REDDY) : Will the Minister for HEALTH be pleased to state:

(a) the number of centres run by the Indian Auxiliary of the Mission to Lepers in India; and

(b) the particulars of the aid given by Government to the Mission and its centres in India?

THE DEPUTY MINISTER FOR HEALTH (SHRIMATI M. CHANDRA-SEKHAR) : (a) The Indian Auxiliary of the Mission to Lepers does not run

any leprosy centre in India, but is engaged chiefly in arousing public interest in leprosy work in India and in securing financial contributions for it. 26 centres are, however, run by the Indian Branch of the Mission to Lepers.

(b) The aid given by the various State Governments totalled Rs. 7,03,119 while the Government of India aid amounted to grants totalling Rs. 2,16,000.

DR. RAGHUBIR SINH: May I know whether there is any difference in the method of helping these lepers by this Mission as compared to the way followed by the Gandhi Smarak Nidhi?

SHRIMATI M. CHANDRASEKHAR: I would require notice to give an answer.

RAJKUMARI AMRIT KAUR: May I give a reply? I don't quite understand what the hon. Member means when he asks if there is any difference in the method. As a matter of fact, we are working in close cooperation with the Gandhi Smarak Nidhi; that is to say, the Government of India and the Mission to Lepers also, work in close co-operation with the Gandhi Smarak Nidhi, so that there may be no over-lapping. There is no difference in treatment.

EFFICACY OF ANTI-BACTERIAL DRUGS

*220. DR. RAGHUBIR SINH (ON BEHALF OF SHRI M. GOVINDA REDDY) : Will the Minister for HEALTH be pleased to state:

(a) whether a research scheme to find out the efficacy of the new antibacterial drugs has been undertaken by the All India Council of Medical Research; and

(b) if so, what is the outline of the scheme?

THE DEPUTY MINISTER FOR HEALTH (SHRIMATI M. CHANDRA-SEKHAR) : (a) The Indian Council of

Medical Research has not sponsored any research scheme to test specifically the anti-bacterial properties of any drug.

(b) Does not arise.

DR. RAGHUBIR SINH: Is there any idea of opening such research centres in the near future?

SHRIMATI M. CHANDRASEKHAR: It may be included in the Second Five Year Plan.

SUSPENSION OF TRAIN SERVICES DURING RIOTS

*231. SHRI NAWAB SINGH CHAU-HAN (ON BEHALF OF SHRI D. NARAYAN) : Will the Minister for RAILWAYS be pleased to state:

(a) the number of—

(i) passenger train services;

(ii) local train services; and

(iii) goods train services which were suspended on the Central and Western Railways during the riots in Bombay in January 1956; and

(b) the estimated loss suffered by the Railways on account of the suspension of these services?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) A statement is laid on the Table of the Sabha.

(b) A rough estimate of the loss of earnings due to the entire dislocation on both the Railways is Rs. 40 lakhs.

STATEMENT

| | Central Railway | Western Railway* |
|---|-----------------|-------------------------|
| Number of passenger trains suspended | 79 | Nil |
| Number of suburban (local) train services suspended | 1507 | 65 fully, 15 partially. |
| Number of goods train services suspended | 250 | Nil |