

काफी जानकारी रहती है। उन लोगों की सहायता के लिए तरह-तरह की योजनाएं भी चलाई जाती हैं।

USHRI SATISH CHANDRA: The old units from which they are discharged and the Defence Ministry keep themselves well-informed of their condition. Various plans are also executed with a view to helping them.]

LT.-COL. J. S. MANN: Sir, does the Government know that there are lots of ex-servicemen in the northern area and they have got no employment? The hon. Minister was telling us that they were drawn from the agricultural classes and they like to go back to their lands. Most of them, Sir, have no land to go to and they are absolutely having no job. Will the Government make enquiries in this regard?

MR. CHAIRMAN: Yes, the suggestion has been given, and the Deputy Minister heard it.

TRAFFIC JAM ON AIR FORCE DISPLAY DAY

*511. SHRI PL C. BHANJ DEO: Will the

विमान प्रदर्शन दिवस पर यातायात रेलपेल

*५११. श्री प्र० च० भंजदेव : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या २८ मार्च १९५४ को तिलपट रेंज में विमान प्रदर्शन के अवसर पर यातायात की अमूलपूर्व रेलपेल हुई थी जो करीब १२ घंटे रही,

(ख) यदि हां, तो इसके क्या कारण हैं ?

Minister for DEFENCE be pleased to state:

(a) whether there was an unprecedent traffic jam lasting for about twelve hours on the occasion of the Air Force Display at Tilpat Range on the 28th March 1954; and

(b) if so, the reasons therefor?]

""t English translation.

THE DEPUTY MINISTER FOR DEFENCE (SARDAR S. S. MAJITHIA): (a) Yes, Sir. The Government wish to express their great regret at this unfortunate and unexpected occurrence which caused so much inconvenience and discomfort.

(b) A statement is laid on the Table of the Council.

STATEMENT

Traffic Jam on road to Tilpat

In December 1953 the Government decided that the Indian Air Force should hold an Air Display and Fire Demonstration on the 28th March 1954 in connection with the celebration of the 21st Anniversary of the Indian Air Force. Tilpat Bombing Range, which is about 17 miles from Delhi, was chosen as the nearest convenient place for this demonstration. The Government in the Ministry of Defence sanctioned a sum of Rs. 32,000 for improving the ground at Tilpat and also the fair weather road between the main Delhi-Mathura Road and Tilpat Range.

From the inception of this project, the Government departments concerned, viz., the Air Headquarters, the Police and the Railways worked in the closest co-operation in regard to arrangements for this occasion. In addition, such organisations as the Delhi Transport Authority, Auto India and the Automobile Association of Upper India also co-operated in this effort. The widest publicity was given for this Display. Air Headquarters issued invitations to nearly 9,000 persons. A series of meetings were held between the representatives of the various departments and organisations referred to above from the middle of January 1954 onwards. On the 26th March 1954 a dress rehearsal was also held.

The division of work was roughly as follows: While the Air Headquarters were in overall charge of the arrangements, their detailed duties were confined to the arrangements at Tilpat

Range. Arrangements for traffic regulations were in the hands of the Delhi Police up to the extent of the limits of Delhi State and thereafter under the Punjab Police. The strength of the Police force on duty in Delhi area on the 28th was 160, of whom 84 were concentrated on the one and a half mile stretch between Wellesley Road crossing and the level crossing. A force of 561 had been lent to the Punjab Government for duty at and near Tilpat. The Delhi Transport Service undertook to run special services of buses from various points in Delhi to Tilpat Range. In addition, 100 Army trucks were positioned at Meola Maha-rajpur siding near Faridabad Station to ply between the station and the canal. Two Bailey bridges were specially constructed to permit the crossing of the canal by persons travelling on foot. The Railway Administration had made arrangements for running five special trains from New Delhi to a temporary halt between Tughlakabad and Faridabad.

Based on past experience of such occasions, the authorities in charge of the arrangements had reckoned that the number of persons that might undertake the journey to Tilpat on the 28th morning would not exceed 30,000 or 40,000. The number that actually undertook the journey has been estimated¹ variously at figures ranging up to 3,00,000. The Railway Administration ran seven specials as against five, as originally planned, and the total bookings were 21,500, but, in addition to these, a large number of people travelled on the roofs and footboards of the railway coaches. The Delhi Transport Service that had undertaken to run 55 buses had, in fact, engaged 65 buses in carrying the public to the function. It is estimated that not less than 10,000 vehicles, including cars, trucks, buses, motor-cycle-rickshaws, tongas and motor-cycles, endeavoured to make the journey to Tilpat over a road which cannot ordinarily take more than two vehicles abreast. Almost all who went, by road used the main Delhi-Mathura Road. The Railway level-crossing on this road had to be closed periodically.

ly to permit the trains to pass. At the peak period of the journey to Tilpat Range, viz., between 7 A.M. and 9 A.M., the level-crossing gate had thus even been closed for a total period of over half an hour, though on each occasion, it had not been closed for more than four or five minutes. Very few took the alternative route *via* Okhla. A major contributing factor to the congestion and confusion was the breakdown of many automobiles owing to engine trouble or for some other reason, which led to stopping the flow of traffic. Another factor was the utter disregard of the ordinary traffic rules by many of the drivers of motor vehicles.

It must be remembered that in the great cities of Europe and America, traffic jams and dislocation have become a great and continuing problem, in spite of every device and effort to remove this congestion. Even normally, in some congested areas, traffic is held up for long periods. On a special occasion, like a holiday exodus, there is often a traffic jam for hours. In Delhi there are relatively far fewer automobiles than in European or American cities. But the mixture of conveyance from motor cars to tongas and bicycles leads not only to greater confusion but a general slowing down of the pace of movement. On this occasion a great part of the vehicles of Delhi of various kinds concentrated on this single Delhi-Mathura road. The experience, for Delhi, was a novel one.

Government regret the serious inconvenience caused to a large number of people, among whom were many invited guests including Members of Parliament. Even the Air Marshal was held up in the traffic jam and reached the Tilpat Range only towards the end of the Display. Many persons could not reach it at all.

In order that dislocation and inconvenience are not caused in the future, the Government have decided that a Committee consisting of representatives of the Defence Ministry, Army Headquarters, the Police and the Chief

Commissioner of Delhi, should consider the various problems relating to this matter. This Committee will consider the measures necessary for the regulation and improvement of traffic and other arrangements. In particular, they will consider the provision of an over-bridge at the level-crossing and also the construction of a by-pass road.

श्री प्र० च० भन्जदेव : क्या मैं जान सकता हूँ कि संसद के सदस्यों के लिए कितनी बस गाड़ियाँ मुकर्रर की गई थीं और उनमें से कितनों के बाह्य-वर्चों, भिन्नों और परिवारों के लिए निमंत्रण-पत्र भेजे गए थे ?

USHRI P. C. BHANJ DEO: May I know the number of buses reserved for the Members of Parliament and the number of friends and members of the families of the Members of Parliament to whom invitation cards were sent?]

श्री सतीश चन्द्र : खाली संसद के सदस्यों के लिए कितनी बसें रिजर्व थीं, यह तो मुझे मालूम नहीं, लेकिन ६५ बसें शायद आम जनता के लिए दिल्ली और तिलपत के बीच चलीं। करीब ९ हजार आदमियों को निमंत्रण दिया गया था जब कि दर्शकों की संख्या करीब तीन लाख थी। इस भीड़ में कुछ सदस्यों के साथ-साथ एयर फोर्स के कमांडर इन चीफ और बेचारे दो डिप्टी डिफेंस मिनिस्टर भी वहाँ नहीं पहुँच सके।

USHRI SATISH CHANDRA: I do not know how many buses were reserved for the Members of Parliament, but, perhaps, 65 buses plied between Delhi and Tilpat for the general public. About 9,000 persons had been invited, while the number of visitors was about 3,00,000. On account of this rush, some Members of Parliament, the Commander-in-Chief of the Air Force and two

English translation.

Deputy Defence Ministers also could not reach there.]

श्री प्र० च० भन्जदेव : क्या मैं मंत्री महोदय से जान सकता हूँ कि जो रेलगाड़ियाँ खास तौर से यात्रियों की सुविधा के लिए मुकर्रर की गई थीं उनकी वहन करने की शक्ति से अधिक यात्रियों को टिकट किस कारण जारी किए गए ?

[SHRI P. C. BHANJ DEO: May I know from the hon. Minister why more tickets were issued than the seating capacity of the special railway trains which were run for the convenience of the passengers?]

श्री सतीश चन्द्र : यह सवाल तो रेलवे मिनिस्ट्री से पूछा जाय।

USHRI SATISH CHANDRA: This question should be put to the Railway Ministry.]

श्री प्र० च० भन्जदेव : क्या मैं यह जान सकता हूँ कि तिलपत में दर्शकों के लिए यथेष्ट परिमाण में पीने के पानी का प्रबन्ध किया गया था ?

j [SHRI P. C. BHANJ DEO: May I know whether arrangement was made at Tilpat for the supply of sufficient quantity of drinking water to the visitors?]

श्री सतीश चन्द्र : पाँच पानी से भरी टंकी वाली कारियों भेजी गई थीं। पानी खत्म हो गया क्योंकि इतने आदमियों के वहाँ पहुँचने का अनुमान नहीं था। मेरी इत्तला के मुताबिक करीब ४८ हजार सोडावाटर और लेमन की बोतलें वहाँ बिकीं जिनका बहुत से लोगों ने उपयोग किया।

USHRI SATISH CHANDRA: Five lorries carrying tanks of water were

sent there. Water ran short because so many people were not expected to reach there. According to my information, about 48,000 bottles of soda-water and lemonade were sold there. Many people made use of them.]

**डा० पी० सी० मित्रा : कितना
आइस वहां बिक गया ?**

fDR. P. C. MITRA: How much ice was sold there?

**श्री प्र० च० भंजजदेव : क्या मैं
मंत्री महोदय से पूछ सकता हूँ कि
तिलपत के आसपास के क्षेत्रों में
आदमियों के द्वारा फसल को रौंदे जाने
से जो हानि किसानों को पहुँची है
उसके बारे में सरकार क्या कर रही है ?**

t[SHRi P. C. BHANJ DEO: May I know from the hon. Minister what action the Government is taking to make good the loss sustained by the cultivators due to the crops in the neighbourhood of Tilpat being trampled by the visitors?]

**श्री सतीश चन्द्र : सरकार उनको
कंपेंसेशन देने का विचार कर रही है ।**

HSRi SATISH CHANDRA: The Government is considering the payment of compensation to them.]

SHRI S. MAHANTY: May I know, Sir, if the amenities provided for the large number of invitees were commensurate with the publicity given to it?

SHRI SATISH CHANDRA: Sir, I have placed a statement on the Table and if the hon. Member reads that statement, he will find.....

SHRI K. S. HEGDE: On a point of information, Sir, I think the hon. Minister cannot place a statement on such an important question on the Table; he will have to give reason for the unprecedented traffic jam On that day

English translation.

MR. CHAIRMAN: Mr. Hegde, the Members can read the statement through the Notice Office.

SHRI S. MAHANTY: My question is, Sir, it has been stated in the statement that the widest publicity was given. What amenities were provided for the nine thousand persons who had been specially invited and for the huge concourse of people who had gone there being attracted by the publicity?

SHRI SATISH CHANDRA: Sir, Government did everything that was possible.

MR. CHAIRMAN: What I feel in this matter is that the Government have expressed deep regret; they do not say that the Government can do no wrong. They will take steps to prevent such occurrences in the future.

SHRI B. GUPTA: Sir, it is all crocodile tears.

MR. CHAIRMAN: No, no. Mr. Gupta, are you tears genuine?

**प्रतिपालक अधिकरण के मातहत भूतपूर्व
देशी राजाओं की संपत्ति**

*५१२. श्री प्र० च० भंजजदेव : क्या
राज्य मंत्री यह बताने की कृपा करेंगे
कि :

(क) उन भूतपूर्व देशी राज्यों के
शासकों के क्या नाम हैं जिन की निजी
शैलियां तथा अन्य वैयक्तिक सम्पत्ति
केन्द्रीय सरकार के निदेश से प्रतिपालक
अधिकरण के मातहत हैं, और

(ख) प्रत्येक पृथक शासक की
अवस्था दृष्टि से किन कारणों से इन
पर इस प्रतिपालक अधिकरण की संस्था
आरोपित की गई है ?

"[PROPERTY OF EX-RULERS UNDER THE COURT
OF WARDS

*512. SHRI P. C. BHANJ DEO: Will the
Minister for STATES be pleased to state: