

families of Class IV employees do not fall sick?

SHRIMATI M. CHANDRASEKHAR: They do fall sick. On account of financial stringency, this thing has been held up, but it is being considered now.

KHWAJA INAIT ULLAH: Are there any medical facilities given to Class I, Class II and Class III employees which are not given to Class IV employees?

SHRIMATI M. CHANDRASEKHAR: I require notice for that.

SHRI K. C. GEORGE: What is the number of Class IV employees in Delhi?

MR. DEPUTY CHAIRMAN: That is a separate question.

DIWAN CHAMAN LALL: May I ask why, when Government were considering giving medical facilities to their officers like my hon. friend there—I presume she is entitled to medical assistance—the question of giving medical assistance to the most deserving class, viz. Class IV, was not considered?

SHRIMATI M. CHANDRASEKHAR: We ourselves feel that they should be given assistance. It was held up on account of financial stringency for some time, but it is being considered now.

KHWAJA INAIT ULLAH: What will be the expenditure for giving medical facilities to class IV employees?

SHRIMATI M. CHANDRASEKHAR: I have not got the figures now.

KHWAJA INAIT ULLAH: If that is so, how can the Government say that they could not consider this previously on account of financial stringency?

MR. DEPUTY CHAIRMAN: On a rough estimate.

KHWAJA INAIT ULLAH: Then give a rough estimate.

SHRI H. C. MATHUR: The answer given was that Class IV employees enjoy the same medical facilities as do the other employees. Do they get any medical facilities or none whatsoever?

SHRIMATI M. CHANDRASEKHAR: They are getting some facilities, but I cannot give a detailed idea of what exact facilities they are enjoying.

SHRI K. C. GEORGE: Class IV employees are getting the ordinary facilities which the ordinary citizens are getting. Is that the reply?

SHRI H. C. MATHUR: Are the facilities enjoyed by Class IV employees different from the facilities enjoyed by, say, the Class III employees?

SHRIMATI M. CHANDRASEKHAR: I require notice.

SHRI B. K. MUKERJEE: Are not the Class IV employees getting a stepmotherly treatment from the hon. Minister?

(No reply.)

SHORT NOTICE QUESTION AND ANSWER

RAILWAY ACCIDENT BETWEEN BAHERI AND KICHA

16. SHRI B. B. SHARMA: Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that a serious railway accident occurred between Baheri and Kicha on the North-Eastern Railway on the night of the 29th April, 1953;

(b) what was the cause of the accident;

(c) what is the

(i) number of persons killed; and

(ii) estimated value of property damaged as a result of the accident; and

(d) what relief measures have so far been taken?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes. At about 21-40 hours on 29th April 1953, 307 Down Nainital Express from Kathgodam derailed between Kicha and Baheri stations on the Kathgodam-Bareilly single line section of the North-Eastern Railway.

(b) The cause of the accident will be known on completion of the enquiry by the Government Inspector of Railways, which commenced on 2nd May 1953.

(c) (i) Three, viz., the fireman, khalasi and the driver of the engine.

ii) Rs. 39,600 to engine, rolling-stock and permanent way.

(d) First Aid was rendered to the injured on the spot by the guard of the train and local doctors. The driver of the engine and two passengers, one of them with grievous injuries were admitted into the Civil Hospital at Baheri. The driver succumbed to his injuries. The two injured passengers were shifted to the Railway Hospital at Izatnagar. Drinking water, milk and such other facilities were also arranged for the passengers. Through communication was restored, over a diversion, at 5-30 hours on 1st May 1953.

SHRI J. R. KAPOOR: Is it a fact that the driver of the engine showed a sense of duty and bravery but for which the casualties would have been much more?

SHRI S. N. MAZUMDAR: How did you know?

SHRI J. R. KAPOOR: That appeared in the papers.

SHRI O. V. ALAGESAN: Maybe. The enquiry is still pending. There is no authentic information on the point just now.

SHRI R. C. GUPTA: Does the Government propose to give any compensation to persons injured in it?

SHRI O. V. ALAGESAN: The usual procedure will be followed.

SHRI V. K. DHAGE: What is the usual procedure?

MR. DEPUTY CHAIRMAN: Railway Act.

SHRI V. K. DHAGE: Would he enlighten us?

MR. DEPUTY CHAIRMAN: It is in a published record.

DIWAN CHAMAN LALL: May I ask my hon. friend whether any compensation has been decided that should be paid to the family of the deceased engine driver and if so, what is the amount of compensation that will be paid?

SHRI O. V. ALAGESAN: All this information I shall be able to give to the hon. Member and the House after the enquiry is completed.

SHRI C. G. K. RAY: Surely the compensation is not a subject of enquiry.

SHRI O. V. ALAGESAN: No, it is not. I thought the quantum of compensation is being referred to.

DIWAN CHAMAN LALL: May I know whether the principle has been accepted that compensation should be paid and that compensation to be paid to the family of the engine driver who was killed doing his duty to the State?

SHRI O. V. ALAGESAN: Yes. There are definite rules on the subject.

DIWAN CHAMAN LALL: Has he any information as to the amount of compensation that is likely to be paid?

MR. DEPUTY CHAIRMAN: It is a totally different question. We are concerned with accident, number of deaths etc. Compensation is different.

DIWAN CHAMAN LALL: It is an accident that has taken place and certain consequences follow. One of it is the enquiry part of it, another is that the engine driver has been killed, and we want to know whether they have decided to pay any compensation or not.

SHRI O. V. ALAGESAN: As for the quantum of compensation.....

MR. DEPUTY CHAIRMAN: Mr. Mathur.

SHRI H. C. MATHUR: Is it not a fact that compensation is paid according to certain rules?

SHRI O. V. ALAGESAN: Yes.

SHRI B. K. MUKERJEE: Is it a fact that the engine drivers don't come under the rules which cover the passengers?

SHRI O. V. ALAGESAN: Nobody denies it. As regards the quantum of compensation, I would like to have notice. I shall be ahje to give it later.

SHRI B. B. SHARMA: Did this accident take place just after a few days of another accident that took place in the same line near about Banaras.

SHRI O. V. ALAGESAN: Yes, that is an unfortunate fact.

SHRI B. B. SHARMA: Is not this due to slackness in the administration of the railway line?

SHRI O. V. ALAGESAN: It will be too early to say that before the result of the enquiry is known.

DIWAN CHAMAN LALL: In regard to the previous accident may I know whether an enquiry was conducted or not and if so, what was the result, whether there was any sabotage etc.?

SHRI O. V. ALAGESAN: It does not actually arise out of this question but I can tell the House that the provisional finding is that it was due to failure

of staff who were engaged in oiling and greasing the fish-plates.

SHRI J. R. KAPOOR: Are there any rules prescribed as to the amount of compensation which may be paid to Railway employees if they die in the event of such accidents?

SHRI O. V. ALAGESAN: Yes.

DIWAN CHAMAN LALL: Have arrangements been made by the Railway Department in order to make it possible for such maintenance as is necessary to be ensured in regard to running staff?

SHRI O. V. ALAGESAN: The compensations are paid very expeditiously.

AN HON. MEMBER: The question is not understood.

DIWAN CHAMAN LALL: Would he let this House have a set of instructions given by his Department in this respect?

SHRI O. V. ALAGESAN: I can give all the information that he needs if he puts a separate question.

SHRI J. R. KAPOOR: Is it the policy of the Government to pay special rewards to dependants of such employees of Railways who die discharging their duties bravely and loyally apart from the ordinary compensation payable under the rules? ^

SHRI O. V. ALAGESAN: If it is found that the driver has shown great concern and bravery in avoiding accident to a large number of people, certainly a special reward may be considered.

PROF. G. RANGA: What steps were taken either to suspend or otherwise punish those officers who were concerned with the maintenance of permanent way in the case of the earlier accident?

MR. DEPUTY CHAIRMAN: That is a separate question.

PROF. G. RANGA: The great difficulty is this. My hon. friend in answer to so many questions said that an enquiry is pending. Now an earlier accident has taken place. Evidently an enquiry was conducted in regard to that and he has given the information that there was a provisional finding too. Arising out of that, I would like to know.....

MR. DEPUTY CHAIRMAN: This is not a supplementary. It is incidental.

WRITTEN ANSWERS TO QUESTIONS

RISE IN THE NON-REVENUE EXPENDITURE OF THE RAILWAYS

127. SHRI P. C. BHANJ DEO: Will the Minister for RAILWAYS be pleased to state:

(a) whether the non-revenue expenditure of the Railways is rising relatively to ordinary working expenses; if so, what are the causes therefor; and

(b) whether the stock position has improved as a result of the above rise in non-revenue expenditure?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Non-revenue expenditure does not have any direct relation to ordinary working expenses. The increase in non-revenue expenditure is due partly to more rolling stock ordered on additional and replacement account and partly to more expenditure on additional works, new lines and restoration of dismantled lines, renewals and replacements and on passenger and staff arripty works.

(b) Yes.

128. [Postponed to 13th May 1953.]

MANUFACTURE OF LOCOMOTIVES

129. SHRI P. C. BHANJ DEO: Will the Minister for RAILWAYS be pleased to state:

(a) the total cost of manufacture of locomotives in India during the years 1951-52 and 1952-53;

(b) whether foreign exchange is available for import of locomotives; and

(c) whether interest and depreciation on the capital cost of the township and other staff amenities at Chit-taranjan are charged to the production cost of locomotives?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The total cost of manufacture of locomotives in Chittaranjan Locomotive Works during the years 1951-52 and 1952-53 was Rs. 1,30,09,000 and 2,46,54,000 respectively.

(b) Yes.

(c) Depreciation on the capital cost of the township and staff amenities at Chittaranjan is charged to the production cost of locomotives. Interest on the whole capital outlay is not included.

TOURIST TRAFFIC

130. SHRI M. VALIULLA: Will the Minister for TRANSPORT be pleased to-state the number of tourists from (i) America, and (ii) Europe to India in each year since 1948?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): No statistics of tourists arrivals for 1948 and 1949 are available. Complete statistics for 1950 are also not available as arrangements for their collection were made from September 1950. The number of tourists from America and Europe for 1951 and 1952 are as follows:

	1951	1952
Americans	about 3,500	4,889
Europeans	about 8,299	10,627

PRIVATE RAILWAY LINES IN INDIA

131. SHRI M. VALIULLA: Will the Minister for RAILWAYS be pleased to state:

(a) (i) the names of the owners of the private railway lines in India, and (ii) the length of each such line;