

maize which was to reach Chini is lying damaged at Budha Temple, Rampur, and if so, will Government take steps to fix the responsibility on the officer responsible for the wastage?

**Shri A. P. Jain:** Distribution is done by the State Government there and we are not aware of it. I will, of course, make an enquiry and see whether anything has gone wrong.

**Shri Y. S. Parmar:** May I know whether the responsibility is that of the Centre or the State Government really for Himachal Pradesh is no longer a state but a territory only.

**Shri A. P. Jain:** It is really that of the local administration.

**Mr. Speaker:** The hon. Member knows it fully well.

#### Survey of Electric Power in Mysore

\*194. **Shri Mohamed Imam:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Central Water and Power Commission made a survey and an independent assessment of the need of Electric Power in the State of Mysore by the end of 1960-61;

(b) if so, what is the total quantity of power needed; and

(c) what are the schemes sanctioned to meet the shortage of power?

**The Minister of Irrigation and Power (Shri S. K. Patil):** (a) Yes, Sir.

(b) The total anticipated power demand by 1960-61 in the reorganised Mysore State may be 300,300 KW.

(c) A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 81].

**Shri Mohamed Imam:** In view of the survey which has been made by

the Central Water and Power Commission which discloses that there will be a shortage of power to the extent of 150,000 KW., is it not desirable that the Government expedite the construction of the Sharavathy project and keep everything ready to complete at least the first stage of the project by 1960-61? Otherwise, the entire State will be in great trouble.

**Shri S. K. Patil:** I do not agree with the hon. Member that the shortfall will be so great as that. But even then, in every State, there is power shortage. It all depends upon the availability of funds.

**Shri Mohamed Imam:** Will arrangements be made to import the necessary machinery for the Sharavathy valley project? This is the only hope for the State of Mysore.

**Shri S. K. Patil:** Even import of machinery requires funds.

**Shri Mohamed Imam:** Are the funds made available so that at least the first stage of this project will be completed to relieve the shortage of power?

**Shri S. K. Patil:** So far as the first stage is concerned, to the extent of 178,000 KW. arrangement has been made. Of course, the foreign exchange difficulty is everywhere. To the extent to which it is possible for us to get over it, those things will be expedited.

**Shri Mohamed Imam:** Will the foreign exchange difficulty be got over...

**Mr. Speaker:** The hon. Member cannot monopolise. I have called Shri Basappa.

**Shri Basappa:** Honne Maradu or Sharavathy valley project is one of those vital projects wherein already expenditure has been incurred sufficiently and also generation of electricity is much cheaper comparatively. It will benefit many States in South including Andhra. I say including Andhra, because the ratio of power in

Tungabhadra is 1 to 3 whereas in the Sharavathi project, it will be 1 to 4. So much so, Andhra State also depends on this.

12 hrs.

**Shri S. K. Patil:** I concede to the hon. Member that Sharavathi project is one of the best projects. There are no two opinions on it and every endeavour will be made to finish it as early as we can.

**Shri R. Ramanathan Chettiar:** May I know whether the Mysore Electricity system will be connected with the grid system of Madras?

**Shri S. K. Patil:** Ultimately, that is our plan. There is going to be an all India grid and a beginning will be made in that part of the country.

**Dr. K. B. Menon:** May I know whether any hydro-electric scheme has been given up by the Mysore State as a result of the State undertaking the Sharavathi project?

**Shri S. K. Patil:** I have no information yet. I will require notice.

## Short Notice Question and Answer

### Goods Train collision at Cuddapah

S.N.Q. 1. {  
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 Shri S. V. Ramaswamy:  
 Shri Feroze Gandhi:  
 Pandit D. N. Tiwary:  
 Shri P. C. Bose:  
 Shri R. S. Lal:  
 Shri Raghunath Singh:  
 Shri Viswanath Reddy:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train with two engines rolled back some miles and hit against a standing train in Cuddapah Railway Station on the 16th September, 1957;

(b) how many were injured;

(c) what was the extent of damage caused to property;

(d) how the accident took place; and

(e) whether any responsibility has been fixed on any body?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) On 16-9-1957, No. 1580 Up Goods train with two engines, left Cuddapah at 4:50 hours and after travelling about 5 miles on an almost continuous rising gradient, stopped at mile 158/9-10 and rolled back into Cuddapah Station and collided, at about 6:07 hours, with No. 426 Up Raichur-Madras-Passenger train, which had just arrived at the station.

(b) One person received grievous and 28 minor injuries.

(c) The approximate cost of damage to Railway property was Rs. 1500.

(d) According to the Government Inspector of Railways, who held an enquiry, the collision was caused by the brakes of wagons on the goods train having been released, when the train was near the summit of the ghat, without taking adequate precautions to prevent it from rolling back.

(e) The driver of the leading engine of the goods train has been held responsible for the accident.

**Shri S. V. Ramaswami:** Were the vacuum brakes tested before the engines were started? What happened to the brakes of those two engines? Did they apply brakes at all?

**Shri Shahnawaz Khan:** The brake are invariably tested before the locomotive leaves the shed. The usual procedure was followed in this case as well. In this particular case what happened was this. It was a very steep hill. When it neared the summit, the locomotive came to a stop. When the locomotive comes to a stop the pressure falls with the result that the brakes are automatically applied on all the wagons. So, the driver asked the fireman to get down and release the brakes to create a vacuum so that the brakes on the wagon