

spillway but also a small part of the dam has been damaged?

**Shri Hathi:** No, sir. My information is that there was no damage to the dam. The dam is absolutely safe.

**Shri P. S. Daulta:** May I know whether any action has been taken against the engineer who was responsible for the construction of this wall? It was damaged even before it was complete.

**Shri Hathi:** Actually, the question of action does not arise because, in fact, this wall was not meant to withstand the pressure of the water. It was only a partition wall between the two spillways. The main dam is quite safe. There is no doubt about that.

**Shri A. C. Guha:** Then hon. Minister has stated that repairs could be undertaken only in winter. But will the position not be aggravated during these two-three months?

**Shri Hathi:** The engineers do not expect any further danger.

**Shri Ranga:** May I know whether this question has been studied by the biggest of their experts either jointly or separately and whether they are receiving from time to time reports in regard to this?

**Shri Hathi:** On the very day when we received intimation of that, the Chairman of the Central Water and Power Commission had been there. He stayed there and discussed with the Engineers and the General Manager and also discussed with Mr. Slocum, the American expert there. Of course, the Prime Minister had been there accidentally on that day. The question has been discussed. After the water recedes, they will further look into the matter and whatever is necessary will be done.

**Ch. Ranbir Singh:** May I know whether the engineers anticipated the damage?

**Shri Dasappa:** May I know whether one of the diversion tunnels was closed in order to store up water here?

**Shri Hathi:** That is exactly what I said. That was closed in order to store water to take earlier benefit of irrigation.

**Shri Dasappa:** May I then know why they allowed the water to get over the dam over the spillway instead of allowing the water to go by the tunnel itself?

**Shri Hathi:** The question was that they stored water with the idea of utilising the water and taking the benefit of the storage later on for irrigation purposes. That is why they have closed it.

**Shri Dasappa:** That is obvious. Why did they allow the surplus water over the spillway and not by the tunnel?

**Shri Hathi:** When the river is in flood, water has to be stored. If they allowed the water to pass, it will go away. They have to close and store the water when the river is in flood.

#### Deraiment of Allahabad Express

'641. { **Shri Supakar:**  
**Shri Kalika Singh:**

Will the Minister of Railways be pleased to state:

(a) whether any inquiry was held into the causes of derailment of 5 up Allahabad Express on the 31st May, 1958, at Dulahpur Station on Bhatni-Banaras line on North-Eastern Railway.

(b) if so, whether a copy of the Report will be laid on the Table;

(c) what steps have been taken to prevent further mishaps in similar circumstances in future; and

(d) whether it is a fact that the Dulahpur Railway Station then was understaffed?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) Yes, an enquiry was held by the Government Inspector of Railways, Lucknow.

(b) The Government Inspector's Reports on Railway Accidents are published by the Railway Inspectorate, which is under the Ministry of Transport and Communications, and they are being asked to take suitable action in the matter.

(c) Among the various measures taken are—deterrent disciplinary action against the delinquent staff, education of staff in safety rules, provision of certain mechanical devices to minimise the chances of human failures, and more frequent inspections of non-interlocked stations etc

(d) No Sir.

**Shri Supakar:** Arising out of part (b), may I know why the report of the Railway Inspector was not available from the Transport Ministry and why it was not placed on the Table of the House?

**Shri Shahnawaz Khan:** So far, only a preliminary report has been received. The final report has yet to be received. Besides, the matter is *sub judice*.

**Mr. Speaker:** Next question.

**Shri S. M. Banerjee:** May I...

**Mr. Speaker:** The matter is *sub judice*.

**Shri S. M. Banerjee:** What *sub judice*? I am asking a general policy question. There are 900 enquiries per year. May I know whether this will be discussed in the General Managers' conference?

**Shri Shahnawaz Khan:** Yes, Sir. It was discussed.

**Shri S. M. Banerjee:** Any positive steps taken?

**Mr. Speaker:** How derailment can be stopped hereafter? No, no. That matter has been discussed. Pointed attention has been drawn to that. Regarding details, the hon. Member will go and study them there. Next question.

### Air Mail Service in North Bihar

\*642. **Shri Anirudh Sinha:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 2079 on the 8th May, 1958 regarding air mail service in North Bihar and state:

(a) whether Government have since received the report from the Post Master General, Bihar regarding his discussion with the Government of Bihar and the Bihar Flying Club; and

(b) if so, the decision taken thereon?

**The Minister of Transport and Communications (Shri S. K. Patil):**

(a) Yes.

(b) Neither the Government of Bihar nor the Bihar Flying Club are in a position to undertake the service.

The possibility of chartering a plane for this purpose was, also, examined but it has been found to be completely uneconomical and the proposal has, therefore, been dropped.

### केन्द्रीय कृषि कालेज, दिल्ली

\*६४३. { श्री नवल प्रभाकर :  
श्री भक्त वर्मान :

बया खाद्य तथा कृषि मंत्री ८ मई, १९५८ के तारांकित प्रश्न संख्या २०९१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय कृषि कालिज, दिल्ली के बन्द हो जाने से अब तक कितने अध्यापक व अन्य कर्मचारी वस्तुतः सेवामुक्त किये जा चुके हैं;

(ख) उन्हें उपयुक्त रोजगार दिलाने के बारे में अब तक क्या प्रगति हुई है; और

(ग) शेष अध्यापक तथा कर्मचारियों के बारे में क्या कार्यवाही की जा रही है ?

सहकार मंत्री (डा० पं० शा० बेशामुख) :

(क) कोई नहीं ।

(ख) स्टाफ के १२ सदस्य, जिन्हें १७ जुलाई, १९५८ से सेवामुक्त कर दिया