

(e) No final decision has yet been taken on this proposal.

RAILWAY ACCIDENT AT MUZAFFARPUR RAILWAY STATION

*1557. **Shri Ram Dhanj Das:** (a) Will the Minister of Railways be pleased to state whether it is a fact that on the 9th March, 1953 the 22 Down Prayag Passenger train collided with the engine of another standing Up Passenger train while entering the Muzaffarpur Railway Station?

(b) If so, what were the causes of the collision?

(c) What are the number of injured persons and other losses, if any?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) Yes. At about 1-10 hours on 9th March 1953, No. 22 Down Prayag Passenger collided at Muzaffarpur station with No. 21 Up Passenger which was standing on the line on which 22 Down entered.

(b) *Prima facie* the accident was due to 22 Down running against signals.

(c) Six persons including the Guard of 22 Down received minor injuries. The approximate cost of damage to Railway property was Rs. 500.

Dak Sewak SCHEME

*1559. **Shri Jangde:** (a) Will the Minister of Communications be pleased to state whether the *Dak Sewak* scheme is being expanded by Government?

(b) What steps are being made to facilitate the expansion of the *Dak Sewak* Scheme in rural areas?

The Deputy Minister of Communications (**Shri Raj Bahadur**): (a) and (b). The whole question whether the scheme should be continued or discontinued, either in the present or a modified form, is under examination.

JANTA EXPRESS BETWEEN HOWRAH AND BOMBAY

*1560. **Shri B. N. Misra:** Will the Minister of Railways be pleased to state:

(a) whether Government propose to run the Janta Express between Howrah and Bombay via Nagpur;

(b) if so, when; and

(c) if not, the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) Yes.

(b) The train service is intended to be introduced when improvement in the position in respect of availability of coaching stock and locomotives permits of it.

(c) Does not arise.*

LOCAL TRAINS BETWEEN DONGARGARH AND BILASPUR

*1561. **Shri B. N. Misra:** Will the Minister of Railways be pleased to state:

(a) whether Government have decided to run local trains between Dongargarh and Bilaspur on the Eastern Railway, which has been suspended since the last War; and

(b) if so, when and if not, the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) and (b). The train service is intended to be restored when improvement in the position in respect of availability of coaching stock and locomotives permits of it and provided there is then traffic justification for it.

HINDI TELEGRAMS

*1572. **Shri B. N. Roy:** Will the Minister of Communications be pleased to state whether arrangements will be made for sending telegrams in Hindi in the telegraph offices in rural areas in the year 1953-54?

The Deputy Minister of Communications (**Shri Raj Bahadur**): Hindi telegraph service is at present available in 104 stations. Orders have also been passed for extending the service as fast and as wide as possible. It would of course be extended to rural areas during the current year.

FIRE TO DIESEL CAR BOUND FROM HYDERABAD TO BIDAR

*1583. **Shri P. Ramaswamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Diesel Car bound from Hyderabad to Bidar on the 6th April, 1953, on the Central Railway, was completely burnt down near Sanatnagar station and if so, what are the circumstances under which this accident happened;

(b) what was the extent of damage to life and property as a result of this accident;

(c) how many passengers were travelling in the Car at that time and whether the passengers were attended to after the accident; and

(d) whether the reasons for this accident have been ascertained and if not, what action is being taken?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (d). At about 12-15 hours on 6th April, 1953, No. 92 Up Diesel Rail Car running on the section from Secunderabad to Mohamedabad Bidar caught fire just after passing Sanatnagar station. The super-structure of the Rail Car, except the exterior steel panelling, was completely burnt down. *Prima facie* the fire was caused by a length of asbestos rope impregnated with oil, hanging out of the silencer casing in the rear engine and having been ignited by the excessive heat of the exhaust pipe. The final findings of the Government Inspector of Railways who held an enquiry into this accident are awaited.

(b) No one was killed or injured. The approximate cost of damage to the Rail Car is Rs. 1,37,000. There was no damage to the property of the passengers.

(c) Thirty-nine passengers were travelling in the Car at the time of accident. All of them were subsequently transported by a special train to Mohamedabad Bidar. Light refreshments were arranged for them.

RECRUITMENT ON NORTH EASTERN RAILWAY

1184. Shri Sarmah: Will the Minister of Railways be pleased to state:

(a) the total number of employees as on the 31st January, 1953 in each of the categories of Class I, II, III and IV separately in that portion only of the North Eastern Railway which lies inside the State of Assam and the number of Assamese in each of these four categories separately; and

(b) the total number of employees in the Chittaranjan Locomotive Works in all categories and the number of Assamese employees out of these in different categories of service?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Particulars of staff according to their State of origin or linguistic denominations are not recorded by the Railway Administrations. It is, therefore, not possible to give the exact number of Railway employees, whose State of origin is Assam, at present

employed on the North Eastern Railway in Assam and in the Chittaranjan Locomotive Works.

WAITING-ROOM FOR 'JAGIROAD' RAILWAY STATION

1185. Shri Sarmah: (a) Will the Minister of Railways be pleased to state whether it is a fact that 'Jagiroad' is an important railway station on the main line of the N. E. Railway in Assam, serving about 80,000 of population of an extensive countryside?

(b) Is it a fact that there is no waiting-room at the 'Jagiroad' railway station and passengers including ladies have to wait for the train on the open platform?

(c) Is it a fact that public petitioned to the Railway authorities, for the provision of a waiting-room there and that the demand has been voiced in the local press also?

(d) If so, what steps are being taken in this respect?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) As far as the Railway is concerned, Jagi Road is a small wayside station between Pandu and Chaparmukh, where the daily outward passengers number only 125.

(b) No. There is no waiting room for upper class passengers but a third class passenger Waiting Hall exists.

(c) and (d). The provision of waiting rooms is an item of passenger amenities, the programme for which each year is drawn up by a Subcommittee of representatives of the Zonal Users' consultative Committees and the Railway Administration, according to the funds available and the needs and urgency of works required at different stations. An *ad hoc* Committee has recently been appointed to look into the question of Passenger Amenities in the Assam Region of the North Eastern Railway.

RAILWAY MAGAZINES

1186. Shri Balwant Sinha Mehta: (a) Will the Minister of Railways be pleased to state whether it is a fact that different Zonal Railways publish their own Magazines?

(b) If so, what is their object?

(c) How much does each Railway spend on such magazines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Railway Magazines are published every month under the aegis of the