

आयुर्वेद वर्गरेह के लिये रक्खा गया है, कुछ जामनगर में खर्च हो रहा है और कुछ और जगहों पर भी खर्च हो रहा है और बाकी रुपया जैसे जैसे खर्च होता जायेगा वह उन को दिया जायेगा।

#### RAILWAY ACCIDENT IN BOMBAY

\*510. **Shri Gidwani:** Will the Minister of Railways be pleased to state:

(a) what was the loss of property and how many people were killed and injured in the Railway accident which occurred on the 4th June, 1954, by the collision between a suburban train and a goods train in Bombay;

(b) whether any enquiry has been made; and

(c) if so, what is the result of the enquiry?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) The Guard of the Goods trains and the Motorman of the Local train died and 11 other persons were injured. The approximate cost of damage to railway property was Rs. 35,642.

(b) and (c). The Government Inspector of Railways, Bombay, held his statutory enquiry into the accident. His finding is that the collision was caused by the Motorman of the Local train not following the correct procedure for passing an Automatic Stop Signal when displaying danger aspect.

**Mr. Speaker:** There is some difficulty with the sound arrangement. I understand it is being attended to. Meanwhile, will the hon. Members speak a little more loudly?

**Shri Gidwani:** What is the number of accidents that have taken place from January to June, 1954?

**Shri Shahnawaz Khan:** That is entirely a different question. If the hon. Member gives notice of it, I shall answer it.

**Shri Gidwani:** May I know whether Shri S. S. Vasist, Member, Railway

Board, and two other members of the delegation that visited the Soviet Union and other places in July this year, studied this problem of stopping of railway accidents, and if so, have they suggested any remedies in this regard?

**The Minister of Railways and Transport (Shri L. B. Shastri):** They have studied that problem also, and we are expecting to get a formal report from them.

**Shri T. B. Vittal Rao:** May I know whether the station was not having interlocked apparatus?

**Shri Shahnawaz Khan:** Yes, it did. But there is a general procedure laid down that if the signal is in the 'on' position, i.e. in the danger position, the guard of the train is supposed to stop the train, whistle, and during day-time after one minute's interval, and at night after two minutes' interval, if he can see that the line is clear up to the next dock, he can proceed but very cautiously keeping the train under control. That is the normal procedure laid down, which was not followed in this particular case.

#### NATIONAL HARBOUR BOARD

\*511. **Shri Radha Raman:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the National Harbour Board which met in Poona recently has made some recommendations for the development of certain ports;

(b) if so, what those recommendations are; and

(c) what action Government have taken in the matter?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) and (b). The Board recommended that when preparing the Second Five Year Plan the case for developing an intermediate or major port at Paradip