

डा० पी० एस० वंशमुख : अगर यह रिपेअर्स का स्पेअर पार्ट्स का सवाल है तो इस का लिये एक कमेटी बिठाई गई थी और उस की रिपोर्ट भी हमारे सामने है तथा हम लोग इस का इन्तजाम कर रहे हैं ।

श्री आर० एन० सिंह : रीशियन ट्रैक्टर से एक घंटे में कितने एकड़ खेत की जुताई होती है ?

डा० पी० एस० वंशमुख : २५ एकड़ ।

PASSENGER AMENITIES

*1136. **Dr. Rama Rao:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Annavaram Devasthanam Authorities wanted to construct a choultry near the Annavaram Railway Station recently (Southern Railway) for the benefit of pilgrim passengers;

(b) whether it is a fact that the site proposed was not Railway land;

(c) whether it is a fact that the Railway Authorities objected to the construction of the choultry near the station and if so, the reasons therefor; and

(d) whether the objection was subsequently withdrawn?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Yes Sir.

(c) and (d). Construction of the choultry near the station was objected to with a view to leave certain space between the Railway boundary and the nearest edge of the proposed building. This objection has not so far been withdrawn as the Railway Administration have not completed their investigations in the matter.

Dr. Rama Rao: What is the objection of the railway authorities to a choultry being constructed on land other than railway land, especially when there is not a single shelter or house nearby for the passengers?

Shri Shahnawaz Khan: The railways are very much concerned with the proximity of buildings that are constructed near the railway lines. And it was on this basis that the objection was raised. I might tell the hon. Member that since a representation has been made to the Railway Board, the matter is being looked into, and perhaps the objection might possibly be withdrawn.

AVERTED COLLISION ON 6TH FEBRUARY, 1955

*1137. **Shri P. G. Sen:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Katihar bound train from Rautara and Rautara bound train from Katihar i.e., the Up and Down trains both were about to collide somewhere near Delan Station on the evening of 6th February, 1955;

(b) whether it is a fact that the line clear was given simultaneously to both these trains; and

(c) if so, how this happened, and how a major catastrophe was averted?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (c). At about 17:40 hours on 6th February 1955. No. 554 Down Passenger from Rautara and No. 563 Up Passenger from Katihar entered the same Katihar-Rautara section from opposite directions due to failure of the Token Instruments which enabled the Assistant Station Master on duty at each of these stations to extract a token each for the two trains permitting them to be on the same section at the same time.

According to the finding of the Committee, which held an enquiry, the averted collision was *prima facie* due to the Assistant Station Masters, Katihar and Rautara.—

(i) Operating their respective Token Instruments when the token circuit between Katihar—Rautara was interrupted, which was contrary to rules, and