

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) The bridge in question developed longitudinal cracks in the crown of arch and a speed restriction was imposed from 31-3-1951 to 1-7-1955.

(b) About Rs. 2,500/- per annum.

(c) Construction of a new bridge was not considered necessary as the cracks were only in the two land arches which had been clamped in 1944 and 1946. These arches have now been rebuilt and the work completed on 2-7-1955.

Registration in Employment Exchanges

*1894. **Shri M. Islamuddin :** Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 1437 on the 31st March, 1954 and state:

(a) whether it is a fact that recruitment to posts in Central Government establishments in Bihar is made from amongst the candidates who are registered with the Employment Exchanges and those who apply direct; and

(b) if so, whether there is any proposal to bring it on par with the other States where all the vacancies are compulsorily notified to the Employment Exchanges?

The Minister of Labour (Shri Khandubhai Desai): (a) No. The procedure described in reply to part (c) of Starred Question No. 1437 with regard to filling of vacancies in Central Government establishments applies to such vacancies in Bihar also. All Central Government vacancies in Bihar which are filled otherwise than through the Union Public Service Commission or open competitive examinations are notified to and filled through the Employment Exchanges. Direct recruitment is permissible only when the Exchanges have no suitable candidates to supply.

(b) Does not arise.

Mayurbhanj Light Railway

*1895. **Shri Subodh Hasda:** Will the Minister of Railways be pleased to state:

(a) whether Government have received recently a representation for the people of Orissa for the improvement of the Mayurbhanj Light Railway;

(b) if so the action taken in the matter; and

(c) whether there is any proposal to convert it into broad gauge line?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Representation, dated 21-4-54, was received from the Chairman and the Councilors of Baripada Municipality, stressing the necessity of converting the narrow gauge line into broad gauge.

(b) The representationists were advised that the question of conversion into broad gauge was examined in 1950 but was not found to be financially justified.

(c) The question of conversion of the line into broad gauge along with the case of all other narrow gauge lines is again being looked into.

रेलगाड़ी का पटरी पर से उतर जाना

*१९००. **श्री जी० एस० चौधरी :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बांदा-कानपुर लाइन पर बरुआ सुमेरपुर स्टेशन के निकट २७ अगस्त, १९५५ को मालगाड़ी के १२ डिब्बे रेल की पटरी से उतर गये और जमीन में धंस गये; और

(ख) यदि हां, तो दुर्घटना का कारण क्या है?

रेलवे तथा परिवहन मंत्री को सभा लखिब (श्री शाहनवाज खां) : (क) २६-८-५५ को लगभग ३ बजे जब ७५५ डाउन मालगाड़ी, मध्य रेलवे के बांदा-कानपुर लाइन पर रागोल और बरुआ सुमेरपुर के बीच जा रही थी, उसके इंजन से १४ वें नम्बर से लेकर २५ वें नम्बर तक के १२ डिब्बे पटरी से उतर गये। इन में से ८ डिब्बे उलट भी गये।

(ख) ऐसा जान पड़ता है कि इंजन से १५ वें नम्बर पर जो डिब्बा लगा था उस के बायें और का अगला बैयरिंग स्प्रिंग (Bearing-Spring) टूट गया था जिसकी वजह से डिब्बे पटरी से उतर गये।