

are under consideration of Government. My hon. colleague is certainly seized of the matter. We know that if we increase our tonnage, we will earn more foreign exchange. But we do not have the foreign exchange to increase our tonnage.

**Shri Matthen:** I think the Planning Commission and the Transport Ministry have decided on a target of 15 per cent of the overseas trade during the Second Plan. Even assuming that we are getting the targetted tonnage of 3,00,000 GRT, I beg to submit it is not possible to achieve our objective.

**Shri Jagjivan Ram:** We agree that our present tonnage is not sufficient for our requirements, and the more we increase our tonnage, the more foreign exchange we will save. But, as my hon. colleague has said, the question is wherefrom to get the foreign exchange for the present to increase the tonnage. We are exploring all possibilities of how best we can increase our tonnage.

Shri Matthen rose—

**Mr. Speaker:** Are we having a debate on this during Question Hour?

**Shri Matthen:** Only one more question. The foreign exchange necessary for buying the ships can be made up by the ships themselves in four years time.

**Shri Jagjivan Ram:** That is true. But we want the foreign exchange to purchase the ships before we can earn the foreign exchange.

**Shri Kasliwal:** May I request that question No. 122 be directed to be answered?

**Mr. Speaker:** Yes.

#### Gandhi Sagar Dam

\*122. **Shri Balwant Sinha Mehta:** Will the Minister of Irrigation and Power be pleased to state:

(a) when the power from Gandhi Sagar dam is likely to be generated; and

(b) whether the work of transmission lines has been taken in hand?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) In 1959-60.

(b) Preliminary surveys in connection with the transmission lines have been taken in hand.

**Shri Kasliwal:** May I know whether the power generated from the Gandhi Sagar dam will be entirely used in Madhya Pradesh or will be available to Rajasthan also?

**Shri Hathi:** For both.

#### SHORT NOTICE QUESTION AND ANSWER

##### Accident to the Engine of Express No. 319 proceeding from Hyderabad to Kazipet

**S.N.Q. No. 2. Shri Krishnacharya Joshi:** Will the Minister for Railways be pleased to state:

(a) whether it is a fact that on the 19th March, 1957 a serious accident took place when a big wheel of the engine of Express No. 319 proceeding from Hyderabad to Kazipet went off the track while the train was crossing a bridge;

(b) whether this resulted in the detention of the train for six hours at Ghanpur causing great inconvenience to the passengers; and

(c) if so, the details thereof?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) to (c). At about 23.05 hours on 19-3-1957, while No. 319 down Hyderabad-Kazipet Express was on the run between Ghanapur and Pendi stations of the Central Railway, the driver noticed something unusual with his engine and brought the train to a stop at mile 193½. He found that the journal of the left trailing coupled wheel had broken and the wheel had fallen outside.

The train suffered a detention of 5 hours and 25 minutes on this account.

**Shri Krishnacharya Joshi:** Are Government aware that this state of affairs causes extreme uneasiness and insecurity in the minds of the public?

**Shri Shahnawaz Khan:** There are hundreds and hundreds of trains running and it is but natural that minor accidents do take place.

**Shri Feroze Gandhi:** Some of the wheels do go out.

**Shri Krishnacharya Joshi:** May I know how such a big defect in the engine was not detected in time, and who is responsible for this negligence?

**Shri Shahnawaz Khan:** An enquiry by senior officers has been ordered and the report of that committee is awaited. As soon as that report is received, we will know the exact cause of the accident. I might add that at a small station just a little before the accident took place it was noted that journal was hot or running in a rather warm condition. It was attended to. But, then, after going a short distance the thing broke, probably due to some flaw in the metal or something else.

**Shri H. G. Vaishnav:** The things can be known at the spot within a few hours. Why are enquiry commissions and committees appointed for such small things?

**Mr. Speaker:** Through whom is it to be known?

**Shri H. G. Vaishnav:** Are there no possibilities to know from the officers concerned? Why should there be an enquiry for such a small thing?

**Mr. Speaker:** That is called enquiry.

**Shri Feroze Gandhi:** May I know whether it is a fact that in new WB engines which have been imported it has been found on examination that in many cases the journal boxes and the axles are not quite according to specifications?

**The Minister of Railways and Transport (Shri Jagjivan Ram):** I am afraid I have no information.

**Shri Feroze Gandhi:** May I know whether the attention of the hon. Minister has been drawn to the report of the Auditor-General in which he has mentioned that axle boxes which were imported for locomotives were found to be totally defective and the amount had to be written off?

**Shri Jagjivan Ram:** My attention has not been drawn towards that.

**Shri Heda:** In view of the fact that a major accident took place on this line and quite a few accidents of this nature have been taking place from time to time, do Government feel that there is some defect in the supervisory staff there and, if so, what steps are they taking to remedy that?

**Shri Jagjivan Ram:** In the first place, I do not agree that quite a number of accidents of this nature have happened. Some accidents have taken place.

**Shri Heda:** Between Hyderabad and Kazipet, only 90 miles distant.

**Shri Jagjivan Ram:** I do mean that many accidents of this nature had not happened. It is, perhaps, an accident of its own nature and we will look into it.

**Shri T. B. Vittal Rao:** Two months before this accident took place an accident of a similar nature between Kazipet and Hyderabad took place. An enquiry must have been ordered into that also and may I know what steps have been taken to prevent such accidents?

**Shri Jagjivan Ram:** Whenever an accident takes place, an enquiry is held. After the findings of the enquiry are known, we take all possible steps to guard against the recurrence of such accidents. But, here matters of human factor and engine failure are involved. Even after all the possible precautions, there may be cases of engine failure, and the causes of engine failure cannot be removed.

**Mr. Speaker:** The hon. Member wants to know this. He gives information that about a couple of months

ago, a wheel went off; the same thing. If an enquiry was held into that accident or incident, should not have a lesson been taken, to learn by that to avoid an accident of this nature within 2 months after that? Always an enquiry is being held for the purpose of enabling the administration to avoid similar accidents. What is the result of the previous enquiry if an enquiry had been conducted? The House would like to know that and the hon. Member is right in asking that question.

**Shri Feroze Gandhi:** I had pointed out to the hon. Railway Minister, the previous Minister, that when I myself was travelling in the Lucknow Express a wheel went off the engine.

**Shri Jagjivan Ram:** I have not got the full information about the previous accident and the recommendations of the enquiry committee or the steps that have been taken. I shall look into that and see that precautionary measures are taken so that recurrence of accidents of this nature may be avoided.

#### WRITTEN ANSWERS TO QUESTIONS

##### National Highway No. 8

\*126. **Shri Balwant Sinha Mehta:** Will the Minister of Transport be pleased to state:

(a) the mileage of National Highway No. 8 in Udaipur Division of Rajasthan;

(b) the money so far spent on it in the same division and how much is likely to be spent when it is completed;

(c) the number of culverts and bridges over it;

(d) whether the money has been paid to the owners of the land whose land has been acquired; and

(e) if so, the total amount of money which has been paid so far and the amount which still remains to be paid?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) 182 miles.

(b) to (e). The information is being collected and will be laid on the Table of Lok Sabha as soon as possible.

##### उदयपुर-हिम्मत नगर रेल मार्ग

\*१३०. **श्री बलवंत सिंह मेहता.** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार को उदयपुर-हिम्मत नगर रेल मार्ग की ट्रैफिक और इंजीनियरिंग सर्वेक्षण की रिपोर्ट प्राप्त हो गई है;

(ख) इस रिपोर्ट की मुख्य सिफारिशें क्या हैं;

(ग) उक्त रेल मार्ग से कितने प्रतिशत लाभ होने का अनुमान है; और

(घ) इस सम्बन्ध में क्या कब तक शुरू होने की सम्भावना है ?

रेलवे तथा परिवहन उपमंत्री (श्री शाहनवाज खां) : (क) अभी नहीं ।

(ख) से (घ). नवाल नहीं उठता ।

##### Bridge over Narbada at Barmhan

53. **Shri Kamath:** Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 45 on the 15th November, 1956 and state the progress made so far in connection with the construction of the road-bridge over the Narbada River at Barmhan (Narsinghpur district, Madhya Pradesh)?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** The design plans and the estimate for the work, which were received from the State Government in January 1957, have been technically examined and the orders of the Government of India are expected to be conveyed to the State Government shortly.