

season, from June to August. And it starts again from about the 31st August or so. We shall try to see that it is resumed in time.

Shri Nath Pai: Is there any truth in the impression which is gaining ground and currency, and which is being expressed in a large section of the Marathi press that the company has renewed its threat to suspend the lines because when it threatened in December last to suspend the lines, an assurance was held out to them that their demand for increasing the fare would be considered after the elections?

Shri Raj Bahadur: There is no question of elections in this Over and over again, this insinuation has been made. But I would like to repudiate it. The point is, as has been pointed out by the hon. Member who sits behind me, that we have got to take into account the difficulties of the travelling public as well. They want that the fare should be decreased, while the company wants that it should be increased, and, therefore, we are trying to strike a balance somewhere.

Short Notice Question and Answer

Rail-Bus Collision near Dhanbad

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S.N.Q. 3. { **Shri P. R. Chakraverti:**
Shri Raghunath Singh:
Shri P. C. Boroora:

Will the Minister of Railways be pleased to state:

(a) what are the latest reports relating to the number of casualties resulting from the bus-train collision near Dhanbad level crossing;

(b) what arrangements have been made to hold an enquiry into the incident and the steps Government propose to take in this connection;

(c) whether any relief has been granted to the victims of the accident;

(d) if so, in what form and to what extent;

(e) when do Government propose to place before the House findings of the Enquiry Committee;

(f) whether Government had received earlier representations from the people of Dhanbad with regard to the difficulties experienced by them and suggesting the adoption of some improved methods in guarding against such mishaps; and

(g) if so, whether Government have taken any decision with regard to the same?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Out of 46 persons involved in the accident 18 have died, 20 sustained grievous injuries and 8 minor. Three of the 28 injured persons left the hospital on risk bond at their own request and seven persons have been discharged by the hospital. The remaining 18 persons are still undergoing treatment in the hospital.

(b) A Senior Officers' Joint Enquiry has been in progress since 21-4-62. Suitable action will be taken according to the conclusions and recommendations of the Enquiry Committee.

(c) Yes, Sir.

(d) Rs. 2,430 have been paid in cash as *ex-gratia* to the next of kin of two of the dead persons and all seriously injured persons of limited means. Free medical aid is also being given to all the injured persons.

(e) There is no such proposal so far.

(f) No

(g) Does not arise. However the work to construct an over-bridge at the level crossing has already been included in the works programme for 1962-63.

Shri P. R. Chakraverti: Is it a fact that this form of accident involving runaway wagons has occurred more than twice during the last twelve months?

Shri Shahnawaz Khan: I require separate notice.

Shri P. R. Chakraverti: Is it a fact that near the railway crossing at Dhanbad towards the goods wagon shed there is a sharp bend which obstructs sight from the level crossing, and light arrangements are needed to avoid such dangers?

Shri Shahnawaz Khan: At this level crossing, the visibility was good and vision was not obstructed in any way.

Shri P. C. Borooah: May I know whether the accident is considered to have been caused due to dereliction of duty on the part of the railway employees?

Mr. Speaker: The inquiry will show whether that is so.

Shri Nambiar: The other day I asked whether that gate had a bell or a 'phone. The information was to be supplied to us. May I know whether that information is available, because this is a very important factor in determining the actual cause of the accident?

Mr. Speaker: The Inquiry will have to find that out.

Shri Nambiar: I only want the information as to whether there was a bell or 'phone or not.

Shri Shahnawaz Khan: Precise information has not yet been made available. But I might tell the hon. Member that it is a manned level crossing. But this accident took place when the gate was opened, when no train was expected to arrive; only the coupling broke and the wagons rolled back. That was what led to the accident.

Shri Nambiar: My question was specific. It is known that this is a

manned gate. My question is whether there was a bell or 'phone for that manned gate. That is a very important factor.

Shri Shahnawaz Khan: The information is being collected.

Shri S. M. Banerjee: Since the casualties are quite a large number and it is a major accident, may I know whether even after this inquiry there will be a judicial inquiry to go into the causes of this accident?

Mr. Speaker: That has to be seen afterwards.

Shri Shahnawaz Khan: A senior scale officer is making the inquiry. That should suffice.

Shri P. R. Chakraverti: Do Government think of introducing some mechanical safeguard against the danger of wagons rolling down the track in the process of shunting or otherwise?

Shri Shahnawaz Khan: We have a safeguard there. When shunting is being done, the points at a particular site are set for the slip siding so that if the wagons roll back, they are automatically taken to a dead end where they derail.

Shri Priya Gupta: May I know whether on the level crossing itself the gradient continues and whether as per the terms this gate is to be kept closed when there is no traffic? Also what class of gate was it and what were the duty hours as per the roster drawn according to the employment regulations for the gate man there?

Shri Shahnawaz Khan: It is a very busy gate. It is an 'A' class type gate. The number of hours of duty is 8.

Shri Priya Gupta: I also asked whether the gradient of the railway line continues up to the point of the level crossing and was it not required that the gate should be closed even when there is no traffic from outside

and it is opened only when traffic comes.

Shri Shahnawaz Khan: Traffic was there. That was why the accident took place. I admit there is a slight gradient.

Mr. Speaker: The question is whether this crossing is of such a nature that it ought to remain closed unless there is some traffic coming.

Shri Shahnawaz Khan: No. As I submitted, it is a very busy level crossing and when trains are not passing, it has to be kept open.

Shri Priya Gupta: Does the gradient continue up to the level crossing?

Mr. Speaker: Order, order. I am passing on to the next item.

(ख) डाक पत्थर बैराज बनाने का काम हो रहा है, लेकिन यह अभी शुरू ही हुआ है। ६ मील लम्बी बिजली-चैनल का मिट्टी का काम करीबन ५० फी सदी पूरा हो चुका है। बारिश की मौसम के बाद ही, चैनल में अस्तर लगाने का काम भी शुरू कर दिया जाएगा। दो बिजलीघरों की नींव खोदी जा रही है। सभी जैनेरैटिंग प्लांट और मशीनरी को देने का आर्डर दिया जा चुका है।

(ग) जी हां, श्रीमान्।

(घ) उत्तर प्रदेश की सरकार ने अपने महकमे के दर्जे पर ही बैराज बनानी शुरू कर दी हैं। बांधे गए निशानों के मताबिक, अबरथा १ का काम उम्मीद है, १९६४-६५ तक पूरा हो जाएगा।

Harnessing of Narmada Waters

*390. **Shri Vidya Charan Shukla:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is proposed to set up an autonomous authority to undertake work of harnessing waters of Narmada and generate power on regional basis;

(b) whether State Governments concerned have accepted this proposal; and

(c) by what time this authority is likely to come into being?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) Such a proposal has been under consideration.

(b) The State Governments concerned have agreed to the Central Government examining such a proposal.

(c) The Government of India have decided to appoint an Officer on Special Duty to work out the details of the scheme and the authority to be set up after discussions with the State Governments directly concerned as well as those in the region. He

WRITTEN ANSWERS TO QUESTIONS

बेहरादून में यमुना पर जल-विद्युत् परियोजना

*३८१. श्री भक्त दर्शन : क्या सिंचाई और विद्युत् मंत्री यह बनाने का कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के देहरादून जिले में यमुना नदी पर एक जल-विद्युत् योजना चालू करने का प्रयत्न किया जा रहा है ;

(ख) यदि हां, तो उस योजना को पूर्ण करने में अब तक क्या प्रगति हुई है ;

(ग) क्या यह भी सच है कि उस योजना को पूर्ण करने में अनेक अड़चने आई हैं ; और

(घ) यदि हां, तो उस के निर्माण कार्य को तेज़ा से सम्पन्न करने के उद्देश्य से कौन से विशेष कदम उठाये जा रहे हैं ?

सिंचाई और विद्युत् मंत्री (हाफिज मुहम्मद इब्राहीम) : (क) जी हां, श्रीमान्, स्कीम का काम हो रहा है।