

(b) Because of the heavy liabilities of the mill.

(c) An Official Committee investigated early in 1966 the working of the mill, its requirements of finances and the manner in which the management of the mill required to be improved and strengthened.

(d) The Committee had reported that the management would not be able to revive and run the company properly and had recommended that the affairs of the company be placed in the hands of a competent and credit-worthy alternative management. Discussions were also held on a proposal for leasing out the mill to another party, but unfortunately no agreed workable solution could be found.

सिमौली रेलवे स्टेशन पर ऊपर के पुल का निर्माण

768. श्री प्रकाशवीर शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हापुड़ तथा गजरोला के बीच सिमौली रेलवे स्टेशन के दो प्लेटफार्मों के बीच ऊपर का एक पुल बनाने की योजना है;

(ख) क्या यह सच है कि यात्रियों को होने वाली असुविधा के अतिरिक्त नगर के दो मुख्य कालेजों के विद्यार्थियों को भी रेलवे साइड पार करनी पड़ती है जिगमं दुपटना होने का भय सदा बना रहता है ; और

(ग) यदि हां, तो यह पुल कब तक बन जायेगा ?

रेलवे मंत्री (श्री सी० एम० पुनाचा) :

(क) जी नहीं ।

(ख) चूंकि दोनों प्लेटफार्मों को मिलाने वाले पैदल रास्ते दोनों सिरों पर मौजूद हैं इसलिए यात्रियों को कोई असुविधा नहीं होती । विद्यार्थियों को रेलवे यार्ड के रास्ते अनधिकृत रूप से नहीं जाना चाहिए बल्कि

उनसे यह जाणा की जाती है कि वे पास के अधिकृत समपार से रेलवे साइडपार करें । यह समपार स्टेशन से 1000 फुट के फासले पर यार्ड के बाखियाबाद वाले सिरे की ओर है ।

(ग) सवाल नहीं उठता ।

Railway Fare from Fatehpur to Churu

769. श्री Hukam Chand Kachhavalya: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1721 on the 18th November, 1966 and state:

(a) the action taken to reduce the double fare which was being charged for the journey from Fatehpur to Churu; and

(b) the time by which it is likely to be reduced?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b) A review was made in December, 1966. Even with the present inflation of 100 per cent, the line had not yielded an economic return during 1965-66. The matter will be re-examined in all its aspects and an early decision taken.

Accident near Maheji Station

770. Shri Hukam Chand Kachhavalya: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 525 on the 4th November, 1966 and state:

(a) whether inquiry into the causes of the railway accident which occurred near Maheji Station on the Central Railway on the 21st September, 1966 has been completed;

(b) if so, the details thereof; and

(c) the number of persons against whom action has been taken in this regard as also the nature of the action taken?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) According to the finding of the enquiry committee, while goods train No. DEI-2 Up was approaching Maheji station a loaded wagon marshalled 21st from the train engine derailed and capsized at kilometre 388/7 due to the breakage of its right trailing journal which had run hot. As a result of crosstrain and resultant distortion of track, 8 wagons following it capsized while the next 8 got completely derailed.

(c) The accident was due to failure of mechanical equipment for which no railway staff was held responsible.

Collision at Brajraj Nagar Station

771. Shri Hukam Chand Kachhavaia: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 3004 on the 2nd December, 1966 and state:

(a) whether the enquiry into the causes of collision between the two goods trains at Brajrajnagar Station has been completed;

(b) if so, the details thereof; and

(c) if not, the time likely to be taken in this regard?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) According to the finding of the enquiry committee, the accident was caused by the driver of goods train No. 770 Down disregarding the reception signals at danger and failing to control the train for which suitable action is being taken against him.

(c) Does not arise.

Strike by Station Masters

772. Shri Hukam Chand Kachhavaia:
Shri Onkar Lal Berwa:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that station Masters had gone on strike in December, 1966 to press their demands

resulting in much bottleneck in Railway traffic;

(b) if so, the nature of their demands; and

(c) the action taken in this regard?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) and (c). Do not arise.

Incident at Carriage and Wagon Workshop, Lucknow

773. Shri Hukam Chand Kachhavaia: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1698 on the 18th November, 1966 and state:

(a) whether the enquiry into the cause of the incident which took place in the Carriage and Wagon Workshop, Lucknow on the 22nd June, 1966 has since been completed;

(b) if so, the details thereof; and

(c) the extent of loss of life and property caused thereby?

The Minister of Railways (Shri C. M. Poonacha): (a) There was no accident on 22nd June 1966. The accident in Alambagh (Lucknow) Workshop occurred on 26th October 1966.

The enquiry has been concluded.

(b) An explosion occurred in that pneumatic pipe line, apparently due to accumulation of oil and carbonaceous matter in the pipe line igniting as a result of contact with compressed air at high temperature.

(c) 23 persons sustained burns as a result of flames shooting out of a furnace in the black-smith shop and hot blast from the pipe line. Of these 12 were released after first aid and 11 were admitted in the hospital. Out of these one later succumbed to his injuries. The loss of railway property is estimated at Rs. 9,420/.