

**लाल कुआँ और हलद्वानी के बीच नया
रेलवे स्टेशन**

१५४०. श्री मन्वत दर्शन : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के लालकुआँ और हलद्वानी स्टेशनों के मध्य एक नया स्टेशन बनाने का निश्चय किया गया है ;

(ख) यदि हाँ, तो वहाँ की ऊँची भूमि को समतल करने तथा अन्य निर्माण कार्यों पर कितना धन व्यय होने का अनुमान है ; और

(ग) इस नये स्टेशन को बनाने के क्या विशेष कारण हैं ?

रेलवे मंत्री (श्री जगजीवन राम) :
(क) लालकुआँ और हलद्वानी के बीच एक क्रासिंग स्टेशन बनाने का विचार है ।

(ख) (i) जमीन को समतल करने और मिट्टी डालने की लागत का अनुमान १,३७,००० रुपये है, और

(ii) दूसरे निर्माण कार्यों की लागत का अनुमान ४,५६,००० रुपये हैं । इसमें जमीन की कीमत भी शामिल है ।

(ग) नया स्टेशन लालकुआँ-हलद्वानी सेक्शन की लाइन-क्षमता बढ़ाने के लिये बनाया जा रहा है ।

**Derailment of Railway Wagons at
Ludhiana**

1541. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that five wagons of a goods train capsized on the 26th August, 1957 at Ludhiana?

The Minister of Railways (Shri Jagjivan Ram): At about 4-05 hours on 26-8-1957, as D109 Up Goods train was approaching Ludhiana station,

one wagon derailed at a distance of 5 rails from the up Outer. This derailed wagon was dragged upto points No. 65, where 4 more wagons derailed.

Explosion of a Petrol Tanker

1542. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that a petrol tanker exploded between Kanpur and Farukhabad blocking the traffic for more than ten hours on the 27th August, 1957?

The Minister of Railways (Shri Jagjivan Ram): At about 20-00 hours on 26th (not 27th as stated in the Question) August, 1957, a motor lorry tanker bearing registration No. UPR 7472 belonging to Messrs Burmah Shell Co., Kanpur Branch, reported to be containing 1,200 gallons of petrol caught fire while passing over road-cum-rail bridge No. 78 at mile 35/0-1 between Bilhaur and Araul Makanpur stations on Kanpur-Kasganj section of the North Eastern Railway. There was no explosion. During the period the fire was burning i.e., from 20-00 hours on 26-8-1957 to 3-10 hours on 27-8-1957 the running of train services on the section was suspended.

Rehabilitation of Landless Workers

1543. { Shri D. A. Katti:
Shri B. K. Gaikwad:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Boards, including non-official members, which have been recommended by the Planning Commission, for advising on schemes for the rehabilitation of landless workers have been set up;

(b) if so, the number of such Boards and the nature of advice given so far by them; and

(c) if not, the reasons therefor?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) to (c). Only eight State Governments have made provision for the

scheme for the resettlement of landless agricultural workers in their 2nd Five Year Plan. Position in respect of the setting up of Boards in each State is explained below:—

ASSAM.—An advisory Board exists to advise and assist Government in connection with the reclamation of land and settlement of deserving people including landless workers. Besides this, there are Sub-divisional Land Settlement Advisory Committees to advise the Sub-Divisional Officer or Deputy Commissioner on settlement of landless people.

ANDHRA PRADESH.—No special Board exists.

BIHAR.—No Board has been established so far.

MADHYA PRADESH.—No Board has been set up.

KERALA.—An Advisory Committee has been set up to advise about the successful implementation of the scheme and also for selection of colonies.

PUNJAB.—Special Boards have not been formed. The provision of Punjab Security of Land Tenures Act, 1953 and PEPSU Tenancy and Agricultural Land Act, 1955 regarding assessment of surplus areas are yet to be implemented.

ORISSA.—The question of constitution of special Boards in the State will be taken up by the State Government after watching the progress of the scheme.

UTTAR PRADESH.—A committee consisting of Deputy Commissioner of the district, Officer-in-charge of the scheme, Agricultural Officer of the scheme and two co-opted members form a Committee.

Commercial Clerks on Railways

1544. Shri Assar: Will the Minister of Railways be pleased to state:

(a) the total amount of money recovered during the last financial year from commercial clerks to make good

the debits as a result of accidentally accepting base coins or short collections at counters; and

(b) whether these clerks are paid any fixed allowances in lieu of the above financial risk which is incidental to their duties as is the practice in State Banks and most industrial concerns?

The Minister of Railways (Shri Jagjivan Ram): (a) The information is being collected and will be laid on the table of the Sabha.

(b) No such allowance is paid to the Commercial Clerks.

Kandla Port Oil Jetty

1545. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) in what year and at what cost the oil jetty in Kandla Port had been constructed; and

(b) whether it is a fact that owing to some technical defect this oil jetty is not adequately serving the purpose for which it is meant?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The new oil jetty in Kandla was completed in September, 1955, at a cost of Rs. 16.64 lakhs.

(b) The jetty was designed to be parallel to the flood current as normally the berthing is done during flood tide at Kandla. When the jetty was put into commission, the first tanker was berthed satisfactorily. On the occasion of the berthing of the second tanker, the ebb tide which does not run parallel to the flood tide, actually created stronger forces resulting in the hawsers of the oil tankers snapping. Since then, the oil companies have been hesitating to use the jetty. The remedial measures necessary to counter the effects of the ebb current are under examination. Meanwhile, tankers are being berthed at the old jetty.