

(b) The Keibul Lamjao area has been constituted a sanctuary. The brow antlered deer has been declared a protected animal in Manipur and necessary rules have been promulgated for enforcing such protection.

(c) 20 square miles approximately.

(d) No money was sanctioned and spent during the First Five Year Plan period.

In the Second Five Year Plan, a provision of Rs 1.2 lakh has been made for the development of the Keibul Lamjao Sanctuary.

Wagons Derailment

787 Shri Raghunath Singh. Will the Minister of Railways be pleased to state whether it is a fact that on the 15th July, 1957 three wagons of a goods-train were derailed near Laxmibai Nagar station on the metre gauge section of Western Railway about three miles from Indore?

The Deputy Minister of Railways (Shri Shahnawaz Khan): At about 10.20 hours on 15-7-1957 while No 1181 Up Goods train en route to Mhow was entering the Indore Goods Yard on the Ajmer-Khandwa metre gauge Section of the Western Railway, 7 wagons on the train derailed at mile 305/13-14 between Laxmibai Nagar and Indore. The cause of the accident is under investigation.

Barkote Bridge

788 Shri P. G. Deb. Will the Minister of Transport and Communications be pleased to state

(a) the amount sanctioned for the construction of Barkote bridge on the National Highway No 6 in the District of Sambalpur in Orissa;

(b) the actual expenditure incurred to complete the construction of the said bridge,

(c) whether it is a fact that change of contractors took place during the period of construction work of the said bridge, and

(d) if so, the reasons thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs 15,53,000.

(b) Final audited figures are not yet available but according to provisional figures received the total expenditure including outstanding liabilities is Rs 18,95,748.

(c) Yes.

(d) The progress of work by the contractor to whom the work was awarded first was very poor in the early stages and they could not improve upon their progress. Ultimately they expressed their inability to carry out the work. The contract was accordingly terminated and security deposit forfeited. The work was then awarded to another contractor.

Madura-Bodinayakanur Railway

789 Shri R. Narayanasamy: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Madura-Bodinayakanur Railway is running at a loss, and

(b) if so, the reasons thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) This line is not remunerative, as may be seen from the statement laid on the Table [See Appendix III, annexure No 69] of the earnings, working expenses and net receipts of the line since 1953-54 to 1956-57.

(b) The main reason for the line not being adequately remunerative is severe bus and lorry competition, the line between Them and Dmdigal being also substantially short-circuited by road.

मैनाली-कोटियाला घाट लाइन पर
रेल गश्तियाँ

७६० श्री कुशवर्धन राय क्या रेलवे
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