

The Deputy Minister of Railways and Transport (Shri Alagesan): The traffic from areas served by the broad gauge for North Bihar has to be ferried over the river Ganga *via* Mokamehghat, Bhagalpur and Manihari-Sakrigali ghat and also carried by a longer route *via* Manduadih near Banaras. The volume of traffic that can be ferried across the river is dependent upon the behaviour of the river, which directly influences the number of trips which the ferries can make daily. Towards the latter part of 1953-54, the river conditions have been most unfavourable as compared with the last several years with the result that the quantum of traffic moved was about 20 per cent less than the normal capacity of about 215 broad gauge wagons a day *via* the three riverine points.

This unavoidable decline in the total quantum of rail transport could not be possibly made up by increased movements *via* Manduadih. The movements *via* Manduadih also had to be unavoidably curtailed during January-February to accommodate the heavy passenger traffic on the metre gauge in connection with the Kumbh Mela at Allahabad.

The reduction in the total traffic carried naturally affected coal and cement also.

The Bihar State Government represented their difficulties about the middle of February 1954 and the position was discussed at Delhi with their Minister for Civil Supplies on 28th February 1954. As a result of the discussions, *inter alia*, the following arrangements were made to move coal and cement:—

Coal: 24 broad gauge wagons a day and in addition, 8 special trains to Manduadih.

Cement : 16 broad gauge wagons a day and in addition, 2 special trains *via* Manihari-Sakarigali ghat.

The Bihar Government agreed to receive the coal by special trains to a

dump at Manduadih, to be subsequently despatched to metre gauge stations as early as feasible.

A meeting was called at Patna on the 14th April 1954, by the Chief Minister, Bihar State, with the representatives of the Railway Board, the Railways concerned and the Coal Commissioner. The Chief Minister is understood to have expressed satisfaction at the increased movements which materialised as a result of the special arrangements made during the month of March. A close liaison is being maintained with the Bihar State so that timely and appropriate action is taken to meet the requirements of that State as best as possible, having regard to the requirements of other States also served by these routes.

CODE OF CRIMINAL PROCEDURE
(AMENDMENT) BILL.

The Minister of Home Affairs and States (Dr. Katju): I beg to move for leave to introduce a Bill further to amend the Code of Criminal Procedure, 1898.

Mr. Speaker: The question is:

“That leave be granted to introduce a Bill further to amend the Code of Criminal Procedure, 1898.”

The motion was adopted.

Dr. Katju: I introduce the Bill.

FACTORIES (AMENDMENT) BILL

The Minister of Labour (Shri V.V. Giri): I beg to move:

“That the Bill further to amend the Factories Act, 1948, as passed by the Council of States be taken into consideration”

The House will no doubt recall that in 1948 a comprehensive law was enacted to consolidate and amend the