

[Shri Khandubhai Desai]

(Amendment) Bill on the 29th July, 1952:

(1) Report on the work of the Central Silk Board, 1954-55 [Placed in Library. See No. S-282/55.]

(2) Bulletin No. 22, issued by the Central Silk Board in February, 1955. [Placed in Library. See No. S-283/55.]

**AMENDMENT TO MYSORE GOLD MINES REGULATIONS AND MINES RULES**

Shri Khandubhai Desai: Sir, I beg to lay on the Table a copy each of the following papers under sub-section (7) of section 59. of the Mines Act, 1952:

(1) Ministry of Labour Notification No. S.R.O. 525, dated the 6th February, 1955, making certain amendments to the Mysore Gold Mines Regulations, 1953. [Placed in Library. See No. S-284/55.]

(2) Mines Rules, 1955, published in the Ministry of Labour Notification No. S.R.O. 1421, dated the 2nd July, 1955. [Placed in Library. See Index No. 285/55.]

**Notifications under Sea Customs Act.**

**The Minister of Revenue and Defence Expenditure (Shri A. C. Guha):** Sir, I beg to lay on the Table a copy each of the Ministry of Finance Customs Notification Nos. 100 and 101, dated the 18th June, 1955, under sub-section (4) of section 43B of the Sea Customs Act, 1878, as inserted by the Sea Customs (Amendment) Act, 1953. [Placed in Library. See No. S-286/55.]

**PRESIDENT'S ASSENT TO BILL.**

**Secretary:** Sir, I have to inform the House that the Indian Tariff (Amendment) Bill, 1955, which was passed by the Houses of Parliament during the current session, was assented to

by the President on the 23rd August, 1955.

**MESSAGES FROM RAJYA SABHA**

**Secretary:** Sir, I have to report the following five messages received from the Secretary of Rajya Sabha:—

(i) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 25th August, 1955, agreed without any amendment to the Prisoners (Attendance in Courts) Bill, 1955, which was passed by the Lok Sabha at its sitting held on the 1st August, 1955."

(ii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 25th August, 1956, agreed without any amendment to the Land Customs (Amendment) Bill, 1955, which was passed by the Lok Sabha at its sitting held on the 29th July, 1955."

(iii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 25th August, 1955, agreed without any amendment to the Durgah Khawaja Sahab Bill, 1955, which was passed by the Lok Sabha at its sitting held on the 4th August, 1955."

(iv) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 26th August, 1955, agreed without any amendment

to the State Bank of India (Amendment) Bill, 1955, which was passed by the Lok Sabha at its sitting held on the 5th August, 1955."

(v) "In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Abolition of Whipping Bill, 1955, which has been passed by the Rajya Sabha at its sitting held on the 25th August, 1955."

#### ABOLITION OF WHIPPING BILL

Secretary: Sir, I lay the Abolition of Whipping Bill, 1955, as passed by Rajya Sabha, on the Table of the House.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

##### RAILWAY ACCIDENT NEAR MURSHIDABAD

**Shri M. S. Gurupadaswamy** (My-sore): I beg to call the attention of the Minister of Railways and Transport to the following matter of urgent public importance and I request that he may make a statement thereon:—

"Deaths of squatters on the Railway line, caused by the Calcutta bound **Parcels Express** train on 23rd August, 1955."

**The Deputy Minister of Railways and Transport (Shri Alagesan)**: We deeply regret the unfortunate accident which took place on 23rd August, 1955, between Nashipur Road and Murshidabad railway stations, the details of which are as follows:—

(1) on both sides of the railway line where the accident occurred there is a refugee camp with a total population of about 5,255 persons. It would appear that about the time of passage of 408 Dn. **Parcels Express**, some of the refugees living in the camp on the west side of the railway line suddenly decided to stop this train and to prevent it from proceeding on-

ward as a protest against the delay in the payment of the dole money by the West Bengal Government. A crowd collected near the track on both sides of a C class level crossing, which is situated at mile 123/4-5 between Nashipur Road and Murshidabad stations about 15 minutes before the passage of the train. The railway staff did not know anything about this obstruction of track by the refugees. The gate-keeper on duty appears to have found himself too helpless to take timely action to stop the train clear of obstruction. The local Head Constable of Police on coming to know that a crowd had collected, came to the site a few minutes before the accident and tried to persuade the crowd to keep clear of the track.

(2) At 7 o'clock in the evening of the day of the accident, while the train, which was booked to run through Nashipur Road station was approaching the level crossing at a booked speed of 30 to 35 miles per hour, the driver, it is stated, noticed the crowd only when he was about 2 telegraph posts away from it. He then whistled continuously to warn the crowd to clear the track and also applied the vacuum brake. But before the train could be stopped, people, who did not get away in time, were hit by the engine on the right side of the driver, as a result of which 5 men died on the spot, 6 men were seriously injured and 4 men slightly injured. The doctor of the refugee camp rendered first-aid to the injured and the serious cases were removed to Berhampore and Lalbaug Sub-division hospitals by road where one died on the 24th and another on the 25th August, 1955.

(3) As the train stopped, some of the refugees boarded the engine and manhandled the driver and the firemen pulling them down while others uncoupled the hose-pipes at several places. The engine buffer light was damaged and one glass pane of the brake-van broken. The train was detained at the site for 3 hours and 42 minutes when it was taken away by another engine crew.