

close quarters thought of my achievements, and you will kindly note, Sir, that my record of service is of the highest possible calibre that any Government servant can ever aspire to, and of which my country can feel justly proud.

AIR CORPORATIONS BILL

Shri Seshagiri Rao (Nandyal): I present a petition signed by a petitioner regarding the Air Corporations Bill, 1953.

Mr. Deputy-Speaker: Where is the petition?

Shri Seshagiri Rao: I have already submitted it.

STATEMENT RE ACCIDENT TO NAINI TAL EXPRESS

The Minister of Railways and Transport (Shri L. B. Shastri): I am sorry, Sir, that when you called me first, I was not present in the House.

Mr. Deputy-Speaker: Is it a very long statement?

Shri L. B. Shastri: No. It is very short.

Shri C. D. Pande wanted to get some information regarding the recent accident near Kichcha. I have, therefore, thought it proper to place before the House the information we have so far received.

On 29th April, 1953, at about 21:40 hours, 307 Dn. Naini Tal Express from Kathgodam derailed between Kichcha and Baheri stations on the Kathgodam-Bareilly single line section of the North Eastern Railway. The train engine and the four coaches behind it capsized and the following three coaches derailed and the last four coaches remained on the line. As a result of this accident, the engine fireman and the khalasi died on the spot and the driver succumbed to his serious injuries in the hospital and nine third class passengers and one without ticket were injured, one of them grievously. The nine injured passengers with simple injuries proceeded onwards after having been rendered first aid first by the train Guard and then by the Baheri doctors, and the driver and the passenger with grievous injuries were admitted as indoor patients in the hospital at Baheri. The passenger is reported to be progressing in the Izatnagar Civil Hospital to which he

has subsequently been shifted. The Station Master, Baheri, with two local doctors left by motor lorry for the site of accident at 22:45 hours and the medical relief train with District Officers left Bareilly at 23:05 hours reaching the site at 0:54 hours. Through local help including the co-operation of the Sugar Factory at Baheri, drinking water, milk and other such facilities were provided for train passengers. Regional Officers from Lucknow and the Senior Deputy General Manager from Gorakhpur also proceeded to the site of the accident.

Transhipment of trains was arranged as the Civil and Police officials were reluctant to allow the restoration of the line pending completion of their enquiries on the spot and inspection by the Government Inspector of Railways. In the meantime, a diversion has been laid over which through communication has been restored at 5:30 hours on 1st May, 1953. The first train to pass over it was 308 Up at 7:30 hours on 1st May, 1953.

Enquiry by the Government Inspector of Railways has been fixed to commence on 2nd May, 1953.

It is not yet possible to ascertain even the *prima facie* cause of the accident.

DEMANDS FOR GRANTS—PEPSU

DEMAND NO. 1—LAND REVENUE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 28,33,800 be granted to the President, out of the Consolidated Fund of the State of Patiala and East Punjab States Union to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Land Revenue'."

DEMAND NO. 2—STATE EXCISE DUTIES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 12,48,900 be granted to the President, out of the Consolidated Fund of the State of Patiala and East Punjab States Union to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'State Excise Duties'."