

[Mr Speaker]

not give my consent The hon Minister, as he said, will certainly take action and see to it that something good is done

Shri Sadhan Gupta: On a point of clarification On former occasions you had said there was no strike and there was only a strike notice, and so there could be no adjournment motion

Mr. Speaker. There is not a single remedy for all evils

PAPER LAID ON THE TABLE

AMFNDMENT TO EMPLOYEES' PROVIDENT FUNDS SCHEME

The Minister of Labour and Employment and Planning (Shri Nanda): I lay on the Table, under sub-section (2) of Section 7 of the Employees' Provident Funds Act, 1952, a copy of the Notification No S R O 2387 dated the 20th July, 1957, making certain further amendments to the Employees' Provident Funds Scheme, 1952 [Placed in Library See No S-151/57]

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS THIRD REPORT

Sardar Hukam Singh (Bhatinda): I beg to present the Third Report of the Committee on Private Members' Bills and Resolutions

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

COLLISION OF ENGINE WITH A GOODS TRAIN

Shri Narayanankutty Menon (Mukandapuram): Under Rule 197, I beg to call the attention of the Minister of Railways to the following matter of urgent public importance and request that he may make a statement thereon:

"The collision of engine without driver with goods wagons on the Botad Salangpur section of the Western Railway on the 25th July,

1957, resulting in the death of a Railway employee"

The Minister of Railways (Shri Jagjivan Ram): Engine YB 661 working tram 341 Up Somnath Mail arrived Botad at 0 05 hours on 25-7-57 and had to work 342 Down Somnath Mail due to leave Botad at 3 45 hours It was sent to Loco Shed at Botad for turning and watering The incoming driver went off duty at 0 20 hours and after the engine had been turned, was put on the water column At about 1 20 hours Loco Shunter on duty after filling water, and, according to him, after taking full precautions for stabling the engine left it and went to attend to another engine The driver who brought the engine of 341 Up was resting in the rest room and was to attend the shed at 2 30 hours for the return journey by 342 Down The engine was to leave the shed at 3 15 hours to work 342 Down.

At about 1 40 hours the noise of the engine starting at a high speed was heard by the Shunter When he saw the engine running at a high speed, he followed it with a view to controlling it but the engine after bursting point No 9 in the trailing position entered into Botad-Salangpur Road Section Goods train No 1476 Down had left Salangpur Road at 1 29 hours and was proceeding towards Botad The crewless engine which was rushing at an approximate speed of 50 miles per hour collided at about 1 50 hours with the goods tram at about 4 miles from Botad The speed of the goods train at that time was about 5-6 miles per hour due to a rising gradient.

As a result of the collision the engines had telescoped into each other. The tender of the goods train engine had telescoped into the bogie wagon immediately behind and subsequent 8 wagons had derailed All the wagons were loaded with coal

The run-away engine had no head light, while the engine of the goods train had its headlight burning. On examination of their regulator of the