

Transfer of R.M.S. (N-6) Section

340. **Shri B. C. Mullick:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the R.M.S. (N-6) section from Howrah to Tatanagar has been transferred to West Bengal circle from Orissa circle; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The transfer was made as the major portion of its beat lies in West Bengal.

Litan-Ukhrul Road, Manipur

341. **Shri L. Achaw Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the earth work and cutting of minor hills on the new Litan-Ukhrul Road in Manipur had already been done before orders for the construction of the road were issued;

(b) when this road was opened for motor traffic;

(c) the amount sanctioned and spent for this work so far; and

(d) how long will it take to make the new road an all-weather road?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) The road was opened as a fair weather road in December 1956 after the completion of earth work cutting.

(c) The amount sanctioned is Rs. 10.06 lakhs. Upto 30th June 1957, an expenditure of Rs. 5.51 lakhs was incurred.

(d) Metalling is in progress. The road is expected to be made all-weather by the end of 1960-61.

MESSAGE FROM RAJYA SABHA

12 hrs.

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Tuesday, the 26th November, 1957, passed the enclosed motion concurring in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to provide for the release of offenders on probation or after due admonition and for matters connected therewith. The names of the members nominated by the Rajya Sabha to serve on the said Joint Committee are set out in the motion.

MOTION

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to provide for the release of offenders on probation or after due admonition and for matters connected therewith, and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee.—

1. Shri Surendra Mohan Ghose.
2. Shri K. Madhava Menon.
3. Shri Ahmad Said Khan.
4. Shrimati Lilavati Munshi.
5. Shri B. M. Gupte.
6. Shri R. U. Agnibhoj.
7. Shrimati T. Nallamuthu Ramamurti.
8. Shri N. R. Malkani.
9. Prof. A. R. Wadia.
10. Shri Abdur Rezzak Khan.
11. Shri Rajendra Pratap Sinha.
12. Shrimati Violet Alva."

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

**FARRUKHABAD-KANPUR PASSENGER
TRAIN DERAILMENT**

Shri Jagdish Awasthi (Bihar):
Under Rule 197, I beg to call the

matter of
urgent public importance

[Shri Jagdish Awasthi]

attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon:—

“The derailment of the Farrukhabad-Kanpur Passenger Train on the 25th November, 1957”

The Minister of Railways (Shri Jagjivan Ram): At about 10.10 hours on 25-11-57, while No. 470 Down Farrukhabad-Kanpur Passenger (Metre Gauge) train, with a load of 11 bogie coaches, was entering line No. 13 (Platform No. 7) at Kanpur Central Station of the Northern Railway, the engine and two coaches next to it, namely, one third-postal van and one third-luggage-brakevan, derailed of all wheels. The bogie coach, third from the engine, which was a composite first-second-third, also derailed of its leading bogie wheels. The remaining 8 bogies remained on the track. The derailment occurred a few feet beyond the Facing Points No. 107 in Kanpur Station Yard. The engine of the train had partially capsized and the first and second bogie coaches got slightly telescoped into each other. There was no injury to anyone. The underailed rear portion of the train, which was fouling the main running line, was drawn out and the running line was cleared at 11.30 hours.

The breakdown train and the crane were requisitioned from Lucknow immediately after the accident; the former reached Kanpur Central at 14.00 hours and the latter at 15.10 hours. Thereafter, the re-railing operations were commenced.

The extent of damage to the Railway property has been assessed at Rs. 5,000 approximately.

An enquiry by a Committee of Divisional Officers of the Railway has commenced.

*Published in the Gazette of India Extraordinary Part II Section 2, dated 28-11-57. pp. 886—893; 883—887 and 894—895 respectively.

†Introduced with the recommendation of the President.

INDIAN RAILWAYS (AMENDMENT) BILL*

The Minister of Railways (Shri Jagjivan Ram): I beg to move for leave to introduce a Bill further to amend the Indian Railways Act, 1890.

Mr. Speaker: The question is:

“That leave be granted to introduce a Bill further to amend the Indian Railways Act, 1890.”

The motion was adopted.

Shri Jagjivan Ram: I introduce the Bill.

CAPITAL ISSUES (CONTROL) AMENDMENT BILL*

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I beg to move for leave to introduce a Bill further to amend the Capital Issues (Control) Act, 1947.

Mr. Speaker: The question is:

“That leave be granted to introduce a Bill further to amend the Capital Issues (Control) Act, 1947.”

The motion was adopted.

Shri T. T. Krishnamachari: I introduce the Bill.

CENTRAL EXCISES AND SALT (AMENDMENT) BILL*

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I beg to move for leave to introduce a Bill further to amend the Central Excises and Salt Act, 1944.

Mr. Speaker: The question is:

“That leave be granted to introduce a Bill further to amend the Central Excises and Salt Act, 1944.”

The motion was adopted.

Shri T. T. Krishnamachari: I introduce the Bill.