

**ANNUAL REPORT OF THE PERMANENT  
INDUS COMMISSION FOR THE YEAR ENDING  
31ST MARCH, 1969**

सिचाई तथा विद्युत् मंत्रालय में उपमंत्री  
(प्रोफेसर सिद्धेश्वर प्रसाद) : 31 मार्च,  
1969 को समाप्त हुए वर्ष के लिए स्थायी  
सिन्धु आयोग के वार्षिक प्रतिवेदन की एक  
प्रति में सभा पटल पर रखता हूँ।  
[Placed in Library. See No. LT-  
1242/69.]

**NOTIFICATIONS UNDER FORWARD CON-  
TRACTS (REGULATION) ACT, 1952**

**SHRI BHANU PRAKASH SINGH :**  
I beg to lay on the Table a copy each  
of the following Notifications of the Mi-  
nistry of Industrial Development, Internal  
Trade and Company Affairs (Department  
of Internal Trade) issued under the For-  
ward Contracts (Regulation) Act, 1952:—

- (i) Notifications S.O. Nos. 2136,  
2137 and 2138 (in English), dated  
the 26th May, 1969.
- (ii) Notifications S.O. Nos. 2139,  
2140 and 2141 (in Hindi) dated  
the 26th May, 1969.

[Placed in Library. See No. LT-1282/  
69 for Notification's S.O. No. 2137 and 2140  
and No. LT-1283-69 for S.O. No. 2136,  
2138, 2139 and 2141.]

**RESULT OF MARKET LOAN FLOATED BY  
THE GOVERNMENT OF INDIA IN JULY, 1969**

**THE DEPUTY MINISTER IN THE  
MINISTRY OF FINANCE (SHRI  
JAGANNATH JAHADIA) :** I beg to  
lay on the Table a statement indicating the  
result of Market Loan floated by the Gov-  
ernment of India in July, 1969 (in Eng-  
lish and Hindi). [Placed in Library. See  
No. LT-1243/69.]

**STATEMENT BY MINISTER RE TWO  
MAJOR RAILWAY ACCIDENTS**

**THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI  
PARIMAL GHOSH) :** Madam, it is with deep  
regret that I rise to make a statement on two  
serious accidents which took place recently. In  
the first accident, train No. 6 Down Allahabad-  
Gorakhpur Express derailed at about 01.10  
hour

on 21-6-1969 between Jakhania and Du-  
lahpur stations on the Varanasi-Bhatni Jn.  
metre gauge section of the Varanasi Division of  
the North Eastern Railway, at Km 94/12-11 on  
the approach of Magai Bridge. As a result, the  
train engine capsized and fell on the slope of  
the abutment, the first three coaches derailed,  
capsized and fell on the river bed and the next  
four coaches *i.e.*, 4th to 7th derailed. The last 3  
coacher, remained on the rails. As a result of  
this accident, 63 persons were killed on the spot  
and 136 sustained injuries of whom 46 were  
hurt grievously. Subsequently, 3 persons died  
on the way to the hospitals and 6 in the  
hospitals, bringing the total number of deaths  
to 72.

Immediately on receipt of information about  
the accident, medical relief trains from  
Varanasi, Mau Jn. and

Gorakhpur accompanied by doctors and other  
medical staff were despatched to  
the site of the accident. After the injured had  
been attended to at the site, they were admitted  
into hospitals at Mau, Varanasi and Azamgarh.  
The General Manager, North Eastern Railway  
alongwith the Heads of Departments rushed to  
the site of the accident as soon as the  
information regarding the accident was  
received. I also, alongwith the Chairman &  
Member, Engineering, Railway Board went to  
the site of the accident and visited the injured  
persons in the hospitals.

*Ex-gratia* payments to the next of kin of the  
dead and to those injured have been made.

The accident has been inquired into by the  
Additional Commissioner of Railway Safety,  
Calcutta. According to his provisional finding,  
the derailment was the result of a deliberate act  
of sabotage of track. The dastardly act was  
committed by persons unknown who opened  
the joints and fastening of a rail, 39 feet in  
length at Km 94/12-11 and displaced it from its  
former intact position.

The offenders, having apparently plan-  
ned to inflict the maximum damage upon the train,  
chose to break the continuity of the track on the  
approach of a girder bridge where the em-  
bankment is 22 feet in height.

Discontinuity of track, in day-light or in the  
engine headlight at night, is impossible of  
detection at high speed to