

regard to the new stations. I have given the answer.

MR. DEPUTY CHAIRMAN: Between Itarsi and Allahabad.

SHRI NIRANJAN SINGH: Between Itarsi and Jubbulpore, there are about eight stations constructed and in how many stations has this facility-been given?

SHRI S. V. RAMASWAMY: I could not answer this, because this question asks about the arrangements made at the newly constructed stations, and I have given the answer.

SHRI NIRANJAN SINGH: I want to know the position about the eight new stations constructed recently.

SHRI JAGJI VAN RAM: When ever stations are built, according to the rules as they stand, housing accommodation has to be provided for the essential staff only and that is provided, and not for others.

SHRI NIRANJAN SINGH: At the Singana station, a man died because there was no accommodation for him to stay there. He died because he was bitten by a scorpion or by some poisonous element. So, there are many stations where there is no water facility or lighting.

SHRI JAGJIVAN RAM: As a matter of fact, recently this year efforts have been made to see- that drinking water is made available at all stations and I think, Sir, that arrangements have been made to provide drinking water at all stations.

NEW RAILWAY STATIONS OPENED BETWEEN JUBBULPORE AND ITARSI

*550. SHRI NIRANJAN SINGH: Will the Minister of RAILWAYS be pleased to refer to the answer given to Starred Question No. 518 in the Rajya Sabha on the 20th December, 1960 and state:

(a) the number of new railway stations since opened for passenger

traffic between Jubbulpore and Itarsi on the Allahabad-Itarsi section of the Central Railway; and

(b) the income from passenger traffic from those stations during the past three months?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : (a) None yet, Sir.

(b) Does not arise.

SHRI NIRANJAN SINGH: May I know whether the Government is aware that about 50 persons at three or four stations get down from and get into the trains without tickets? Is the Government aware that this violation is going on there?

SHRI SHAH NAWAZ KHAN: Sir, as the hon. Member is aware, we are opening seven crossing stations on this particular section. Out of these seven crossing stations, four stations, that is, Sohagpur, Sontalai, Karapgaon and Ghat Pindrai, are under examination for being thrown open to passenger traffic, and as soon as this is complete, we will take a decision whether these should be thrown open to passenger traffic.

ACCIDENTS NEAR KHURAI RAILWAY STATION ON THE BINA-KATNI SECTION

*551. SHRI NIRANJAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons who died in the accidents which took place near Khurai Railway Station on the Bina-Katni section in the month of May, 1961, owing to the collapse of a culvert on the railway line; and

(b) the compensation paid to the families of the deceased?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY) : (a) The accident actually occurred near Sumreri station on 15-6-1961. Two persons died as a result of this accident when a large chunk of earth sud-

denly slipped and buried some of the labourers working in the dismantling of the abutment of a bridge.

(b) *Ex-gratia* payment of Rs. 100 in each case has been paid to the families of the deceased. Compensation in accordance with the provisions of the Workmen's Compensation Act, has also been deposited with the Compensation Commissioner Saugor.

SHRI NIRANJAN SINGH: May I know, Sir, whether the Government's investigation revealed that it was due to the negligence of the supervising officer there that this accident took place?

SHRI S. V. RAMASWAMY: There was no such negligence there. The labourers were battling with some heavy stones not thinking that there will be a sudden slip. The whole thing was enquired into, and the finding was that it was accidental.

SHRI NIRANJAN SINGH: May I know, Sir, whether the culvert on which they were working collapsed?

SHRI S. V. RAMASWAMY: There was no collapse—the culvert was actually relieved of the load of trains by some other arrangement; the whole thing was accidental, because they tugged and pulled that huge stone and some boulders as large as 5 feet by 3½ feet, and so on. That suddenly gave way and that is how the accident occurred.

SHRI A. D. MANI: Did the Government conduct an independent enquiry into this matter, particularly when two lives were lost? Or did they rely on the report of the local officers?

SHRI S. V. RAMASWAMY: Well, two senior scale officers were appointed and they went into the matter and gave their finding. I do not know what my hon. friend means by "an independent enquiry".

SHRI M. P. BHARGAVA: May I know, Sir, whether there were two accidents or one, because in the question the reference is to May, 1961 and

in the reply of the hon. Minister the reference is to June, 1961?

SHRI S. V. RAMASWAMY: No, Sir. It is said in the answer: "The accident actually occurred on 15-6-1961". Evidently there is only one accident.

SALE OF VIKING AIRCRAFT

•552. SHRI B. D. KHOBARAGADE:

Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to refer to page 13 of the report of the Ministry of Transport and Communications (Department of Communications and Civil Aviation) for 1960-61 and state:

(a) whether the twelve Viking aircraft of the Indian Airlines Corporation have since been sold; and

(b) if not, whether they have been utilised for any other purpose?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHTUDDIN): (a) A contract has been signed for the sale of the Vikings and their related spares.

(b) Does not arise.

SHRI B. D. KHOBARAGADE: May I know, Sir, when the sale is going to take place?

SHRI AHMED MOHTUDDIN: A contract has been signed and it is against the delivery of two second hand Viscounts, and as soon as the secondhand Viscounts are delivered the Vikings will be delivered to the party concerned.

SHRI B. D. KHOBARAGADE: These Vikings were taken out of service long ago. May I know, Sir, whether these Vikings were utilised for some other purpose if they could not be sold earlier?

SHRI AHMED MOHTUDDIN: Yes, Sir, they have been grounded since 1957-58 when the Viscounts were received. They could not be used for many reasons. Viscounts were used on the trunk routes; Vikings could not be used on those routes, and it was difficult for them to operate on the