

SHRI V. PRASAD RAO: My question was whether any steps are being taken to avoid those huge box-like hideous structures which are absolutely un-Indian in architectural pattern?

SHRI D. P. KARMARKAR: "Hideous and box-like" I understand and therefore I did not refer to them. What is hideous and what is box-like may be a question of opinion. Now the master planners have not been asked to give an opinion on aesthetics though generally it is open to them to suggest what types of buildings should be there.

SHRI AMOLAKH CHAND: May I know, Sir, whether some area for industry has been carved out in the Master Plan and, if so, how many industries are going to be installed there, what is the area and where will these be?

SHRI D. P. KARMARKAR: Sir, these are yet under study, and in connection with that I should like to say that they are studying also the surrounding region, for instance, which are the towns in which the industries could be distributed or how the location could be distributed, say, within a radius of twenty miles or forty miles. The whole subject is under consideration.

CO-OPERATIVE INSURANCE SCHEME

*230. SHRIMATI SAVITRY DEVI NIGAM: Will the Minister of Food AND AGRICULTURE be pleased to state whether there is any proposal under Government's consideration to start Co-operative Insurance Scheme to provide safeguard to the co-operative societies?

THE MINISTER OF CO-OPERATION (DR. P. S. DESHMUKH): No, Sir.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if Government does

not think it necessary to start the co-operative insurance scheme in order to give some safeguard to the co-operative societies and to give an impetus to the co-operative movement?

DR. P. S. DESHMUKH: Sir, if I understand the question aright, there is no proposal like this before us at all, and if the suggestion is that we should insure the co-operative societies as such, I think it would be a dangerous thing to do, because that might increase the possibilities of misappropriation of funds.

SHRIMATI SAVITRY DEVI NIGAM: May I know, Sir, if the Government is aware that in the other newly born democracies, like the Philippines and Thailand, the co-operative movement has succeeded to a great extent only because of this co-operative insurance scheme?

DR. P. S. DESHMUKH: Insurance of co-operative societies? We have not known of it so far?

SHRI P. S. RAJAGOPAL NAIDU: Is there any proposal to nationalise even the existing co-operative insurance societies?

DR. P. S. DESHMUKH: I do not think there is any need to nationalise co-operative insurance societies.

सेन्ट्रल रेलवे के विदिशा और बीना स्टेशनों के बीच रेल दुर्घटना

*२३१. श्री राम सहाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सेन्ट्रल रेलवे के विदिशा और बीना स्टेशनों के बीच जून, १९५८ के तीसरे सप्ताह में कोई रेल दुर्घटना हुई ;

(ख) यदि हाँ, तो ट्रैफिक कितनी देर बन्द रहा और रेलवे की कितनी हानि हुई?

†[RAILWAY ACCIDENT BETWEEN VIDISHA AND BINA STATIONS ON THE CENTRAL RAILWAY

*231. SHRI RAM SAHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any railway accident took place in the third week of June, 1958 between Vidisha and Bina stations on the Central Railway; and

(b) if so, for how long the traffic was suspended and what is the amount of loss suffered by the Railways?]

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY):

(a) At about 00.40 hours on 20th June, 1958 while train engine of 701 Down Goods was performing shunting at Pabai station on the Bina-Bhopal section of Central Railway, two wagons got derailed.

(b) Through communication was suspended for about 5 hours (from 00.40 hours to 05.45 hours on 20th June, 1958. There was no damage to the Railway property. I may add, Sir, there was no casualty either.

† [रेल उपमंत्री (श्री एस० वी० राम-स्वामी) : (क) २० जून, १९५८ को रात में लगभग १२ बज कर ४० मिनट पर जब ७०१ डाउन माल गाड़ी का इंजन मध्य रेलवे के बीना-भोपाल सेक्शन के पबई स्टेशन पर शंटिंग कर रहा था, दो माल डिब्बे पटरी से उतर गये ।

(ख) २० जून, १९५८ की रात को १२-४० से ५-४५ तक गाड़ियों का आना-जाना लगभग ५ घंटे के लिये बन्द रहा । रेल-सम्पत्ति को कोई नुकसान नहीं पहुंचा । और मैं यह भी बताना चाहता हूं कि कोई व्यक्ति मरा नहीं ।]

श्री राम सहाय : क्या माननीय मंत्री महोदय यह बताने की कृपा करेंगे कि इस ऐक्सीडेंट का कारण क्या था]

† [English translation.

‡ [Hindi transliteration.

SHRI S. V. RAMASWAMY: It was due to the interlocking points not being set properly, and earlier there was a goods train which traileed through and the points were damaged.

श्री राम सहाय : कौन जिम्मेदार था इसके लिये ?

SHRI S. V. RAMASWAMY: The leverman, and the guard of 701 Down Goods.

श्री राम सहाय : क्या उन के लिये कुछ सजा तजवीज की गई ?

SHRI S. V. RAMASWAMY: The leverman has been reduced to gateman for six months and departmental action is being taken against the guard.

PANDIT S. S. N. TANKHA: How was the guard responsible?

SHRI S. V. RAMASWAMY: The guard is responsible because he was in-charge of the earlier goods train which damaged the points.

PANDIT S. S. N. TANKHA: What has damage to the points got to do with the guard?

SHRI S. V. RAMASWAMY: I require notice for the details.

SHRI SHAH NAWAZ KHAN: I shall explain it, Sir. During shunting operations it is the responsibility of the guard also to be on the lookout and see that the points are properly set. It is his main responsibility during shunting operations.

नये डाकखानों इत्यादि का खोला जाना

*२३२. श्री किशोरी राम दया परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार सकिल में नवम्बर, १९५७ से मार्च, १९५८ तक (१) कितने