

(xvii) That a Central Clearing House be formed immediately for the prompt disposal of all surplus equipment and stores on projects.

Action taken

(i) and (ii). This has been brought to the notice of State Governments.

(iv) Cost accounting procedure has been in force on the D.V.C. and Hirakud Dam Projects. A cell was started in Bhakra towards the end of 1955. At Chambal, necessary staff has been sanctioned and further action is being taken. A beginning has been made at Nagar junasagar and Rihand. The Kosi, and Koyna projects authorities have also been requested to set up cost accounting cells at the appropriate time. A cost control unit has been set up in the Central Water and Power Commission in order to coordinate the work done on the projects, watch the trend of costs on river valley projects, and give directions to the project units where necessary. The recommendations of the Rates and Costs Committee on 'cost accounting' will be implemented after final decisions are taken thereon.

(xvi) The principle of standardisation of important items of equipment in use on river valley projects has been accepted by the Government and the list of the 'categories' and 'makes' of equipment, which have been, in consultation with the Co-ordination Board of Ministers, selected for standardisation has been forwarded to all the State Governments for adoption for purposes of future procurement of machinery.

(xvii) In accordance with the decision taken at the 2nd meeting of the Coordination Board of Ministers held in October, 1955, a "drill" for the optimum utilization of surplus machinery has been finalised and circulated to all the State Governments and Project authorities for implementation.

DR. RAGHUBIR SINH: May I know when this report was submitted by the Committee?

SHRI S. K. PATIL: I think it was more than a year ago.

DR. RAGHUBIR SINH: By what time will this team be required to submit its report?

SHRI S. K. PATIL: It is difficult for me to say that but some of the recommendations which were important have been implemented even before the report of the team comes.

DR. RAGHUBIR SINH: I would like to bring to the attention of the hon. Minister the fact that in the statement it is written that a team of officers is being constituted to examine the recommendations of the Committee. I want to know whether the Minister is going to give any directions to this team to submit recommendations within some specific time or not. Already more than a year has elapsed.

SHRI S. K. PATIL: There have been several recommendations. Some of them are so good that we need not wait till the recommendations of the team. Therefore we have already put them into action. As for others where detailed examination is necessary, we will await the report of the team.

DR. RAGHUBIR SINH: I was asking about the team referred to in the statement. It says that in accordance with the decision taken at the seminar, a team of officers is being constituted to examine the recommendations. I want to know how much time is going to be allowed to them to submit the recommendations.

SHRI S. K. PATIL: I have no information and I will require notice.

BOMBAY SUBURBAN RAILWAY ACCIDENT

*140. SHRI MAHESWAR NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) the circumstances in which the railway accident took place on the railway suburban railway service on the 2nd June, 1957;

(b) the number of casualties as a result of the accident; and

(c) whether any enquiry has been instituted and if so, the findings thereof?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) At about 7.55 hours on 2 July 1957, while Suburban Local Train No. B. 12 Up was standing at Automatic Gate Signal No. HC. 1 in the Danger position, near Sewri Station on the Up Harbour Branch double line electrified section of the Central Railway, No. M. 22 Up Local also came from the same direction and collided with its rear at mile H. 5/2, resulting in the telescoping of its first coach into the rear coach of No. B. 12 Up Local train.

(b) Killed	23
Injured—	
Grievous	25
Minor	39
TOTAL	64

(c) An enquiry into the accident was held by the Government Inspector of Railways, Bombay and his finding is that the accident was caused by the failure of the Guard and Motorman of No. M. 22. Up to follow the procedure to be observed after passing an Automatic Signal at danger.

SHRI MAHESWAR NAIK: May I know whether this automatic control system has anything to do with the accident?

SHRI SHAH NAWAZ KHAN: It had this to do with the accident that as the signal was on, it was showing danger that it prohibited the train from going beyond that signal and the driver went past the signals. That is all that it had. He ignored the signals.

SHRI MAHESWAR NAIK: When the danger signal was on, why did the driver pass it?

SHRI SHAH NAWAZ KHAN: The accident took place because he made this very serious mistake

श्री राम सहय : क्या मिनिसटर महोदय यह बताने की कृपा करेंगे कि गत वर्ष से इस वर्ष कितने ज्यादा रेलवे के एक्सीडेंट्स हुए हैं ?

SHRI SHAH NAWAZ KHAN: I would require separate notice.

SHRI SONUSING DHANSING PATIL: Was the driver tipsy when he ignored the signal?

SHRI SHAH NAWAZ KHAN: I deny that allegation.

SHRI TAJAMUL HUSAIN: Do Government propose to pay any compensation to the persons injured?

SHRI SHAH NAWAZ KHAN: Certainly.

SHRI DEOKINANDAN NARAYAN: May I know if the officers responsible for this accident were prosecuted or was any action taken against them?

SHRI SHAH NAWAZ KHAN: The persons who were responsible for this accident were the motor-man and the guard of the train. Both of them were apprehended by the police and they were released on bail. The final report of the Government Inspector of Railways has not yet come in. After that report is received, action will be taken.

SHRI V. K. DHAGE: Is the driver of the train alive?

SHRI SHAH NAWAZ KHAN: Yes.

SHRI B. P. BASAPPA SHETTY: Is it a fact that when he ignored the danger signal, the driver was drunk?

MR. CHAIRMAN: He does not know.