

SULPHURIC ACID REQUIRED FOR D.D.T.

218. DR. RAGHUBIR SINH: Will the Minister for PRODUCTION be pleased to state:

(a) whether sulphuric acid is required for the manufacture of D.D.T.;

(b) if so, from where this acid is obtained for the Government D.D.T. factory in Delhi; and

(c) what is the source of the sulphur required for the manufacture of the acid in India?

THE MINISTER FOR PRODUCTION (SHRI K. C. REDDY): (a) Yes.

(b) From the Delhi Cloth and General Mills Company Limited, Delhi.

(c) Mainly U.S.A. and to a small extent Japan and Germany.

PERMIT SYSTEM FOR TRAVEL BETWEEN INDIA AND TIBET

219. DR. RAGHUBIR SINH: Will the PRIME MINISTER be pleased to state by what date the permit system for travel between India and Tibet is likely to be brought into operation?

THE PRIME MINISTER AND MINISTER FOR EXTERNAL AFFAIRS (SHRI JAWAHARLAL NEHRU): The permit system is expected to be put into practice from May this year. As soon as details have been finalised information will be released to the press and generally made available to the people of the regions concerned.

STATEMENT RE ACCIDENT TO THE FRONTIER MAIL AT FATEH-SINGHPURA

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): The House may be aware of the accident to the 31 Down Frontier Mail.....

SHRI S. MAHANTY (Orissa): What is the good of making a stale statement here?

MR. CHAIRMAN: He is making it up-to-date, not merely yesterday's* statement.

SHRI O. V. ALAGESAN:which took place at about 14.50 hours on the 21st instant at Fateh-Singhpura station on the Bayana-Gangapur single-line section of the Western Railway, about which I made a statement in the Lok Sabha yesterday. According to the information obtained from the Railway Administration over the telephone, the facts reported are as follows: —

It was arranged by the Section Controller that 31 Down Frontier Mail approaching from Bombay side should cross No 1118 Up goods train approaching from "the opposite direction, at Fateh-Singhpura station. Fateh-Singhpura is a B class station on the single-line with two receiving lines. The station is interlocked to standard III interlocking and provided with double wire multiple aspect upper quadrant signalling. The points and signals are worked from one central cabin situated close to the Station Master's office. There is also an interlocked key box in the Station Master's office through which the Station Master exercises control over the route setting as well as the working of signals for reception and despatch of trains. The interlocking at this station is so designed that when the signals for reception of a train from one direction are lowered, the signals from the opposite direction cannot be lowered simultaneously.

It was arranged by the Station Master of Fateh-Singhpura to first receive No. 1118 Up goods train on the loop line, and then to pass the Down Frontier Mail through the main line. While the goods train was about to come to a stop on the loop line, the Down Frontier Mail from the opposite direction also entered the loop line and collided with the goods train. The load of the Frontier Mail was 13 coaches. The two coaches next to the engine of the Frontier Mail remained on the line undamaged, the third a second class bogie coach derailed, and