

everyone whom they come across and the womenfolk are being abused and threatened. A large number of workers and villagers have been compelled to leave their homes for fear of police repression. The workers do not feel safe even in the working places. This situation of terror and intimidation compelled many workers to stay away from the works.

The Executive Committee is more concerned because the repression and the high-handed atrocities are being carried on with the express purpose of terrorising and demoralising the workers and the people so that the most corrupt section of the I.N.T.U.C. leadership who practised in Loyabad and Lodna-Bagdigi Collieries in the recent past and who are in hand in gloves with the management of Amlabad Colliery, may be imposed upon the workers against their will.

The Executive Committee strongly condemns the violent method of interference in the trade union rights of the workers and the partisan attitude of the police and their atrocities.

The Executive Committee demands—

1. The police excesses in Amlabad colliery and the villages should be stopped immediately and steps should be taken against those who are responsible for this.
2. All the arrested persons should be released forthwith.
3. Interference in the trade union rights of the workers should be stopped.
4. An impartial enquiry into the conduct of the police in the whole affair of Amlabad Colliery should be instituted publicly, if possible by the Deputy Commissioner, Man-bhum, himself.

(Sd.) for
General Secy.

12 NOON

STATEMENT RE TRAIN ACCIDENT ON HYDERABAD-KAZIPET SECTOR

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. AXAGESAN) : Sir, the House is aware of the most tragic train accident which occurred on the 27th night between Hyderabad and Kazipet. The Minister for Railways is arranging to fly tomorrow morning to the site of the accident to see things for himself, while he has already ensured that every possible relief is afforded to those in need of it. No. 319 Down Hyderabad-Kazipet Express left Hyderabad at 19-45 hours on 27th September 1954 for Kazipet with one engine and 7 bogies. On the basis of tickets sold, it is anticipated that when the train left the last stopping station, Alir, there were about 120 military personnel, 180 civilians and 19 railway staff, making a total of 319. This has been verified and found to be approximately correct. The train ran through Jangaon at 22-45 hours. The first information of the accident was received at Jangaon station at 00-10 hours on 28th September 1954 from a patrol man named Venkati. The Station Master, Jangaon, transmitted this information to the Divisional Officers at Secunderabad immediately. The Divisional Superintendent, Divisional Commercial Superintendent and Assistant Engineer from Secunderabad who left Secunderabad in the Lallaguda breakdown train could not reach the site by rail on account of breaches as mentioned already and ultimately reached Jangaon at 8-5 hours. The various permanent way and local inspectors left Kazipet by trolley and arrived the site of the accident at 4-41 hours with portable medical aid. The Chief Minister and officers of the Hyderabad State arrived at the site of accident at about 13 hours. The General Manager with principal officers left by air at 9-40 from Bombay and arrived at the site at about 14.45 hours.

Due to abnormal floods, three bridge piers and all the four girder

spans of 4 x 20 ft. girder bridge at mileage 174/5—about 2J miles from Jangaon station and 5J miles from Raghunathpalli on the Secunderabad-Kazipet section—were washed away during the passage of 319 Down Hyderabad-Kazipet express. The engine and its tender passed over the bridge and came to a stand seven telegraph posts away from the bridge. The rear trailing wheel of the tender derailed. The first third class bogie, next to the engine, was smashed; the second third class bogie capsized and lay by the side of the track; the third bogie (second, inter and third composite) was swept away and is lying submerged in water; the fourth bogie (second, inter and third composite) nosed down and was subsequently swept away; the fifth bogie (third, luggage and brake) was badly damaged and swept away; the sixth bogie (second, inter and third composite) was thrown off the track and was lying on the river bank; the seventh bogie (third class including ladies) derailed and smashed on the track. The Secunderabad end bridge abutment is badly damaged and the Kazipet end abutment is slightly damaged. Thirty-seven minutes before the accident occurred, 101 down passenger train had passed over the bridge safely and without experiencing anything unusual over the bridge.

It is reported that so far 63 bodies "have been traced including six railway servants who were on duty and three military personnel. Dead bodies were scattered not only in the river bed but also in the adjoining fields which were flooded with rushing water. 22 persons received serious injuries and 50 persons received minor injuries. The serious cases had been transferred to the Railway hospital at Lallaguda and Government hospital at Warangal. Others were attended to in the civil hospital at Jangaon. A thorough search for them is still being continued with the assistance of the police. Owing to breaches on both sides of the site of the accident, rail transport could not reach the site and injured persons

were taken by R.T.D. bus and on trolleys to the nearest mileage where rail transport could reach and thence removed on engine, brake van and available coaches to the hospitals mentioned. Twelve doctors and twelve nurses have reached the site of the accident. It has been ascertained that medical assistance available at site was timely and adequate.

The non-injured persons proceeded to Secunderabad by R.T.D. buses. The names of all such persons could not be registered as many of them left the station before arrangements to register their names could be made. Mr. M. R. Krishna. M.P. was trapped in a Delhi booked carriage which had derailed and came to rest on the embankment but received no injuries. Arrangements were made at 3-40 hours for sufficient food from Jangaon station itself to the site of the accident. An enquiry office was opened at Secunderabad about midday on the 28th instant and all relevant information with regard to casualties was given to the public. Similar information was also made available at Hyderabad, Kacheguda and Kazipet stations by 6 hours on the 29th.

The bridge is at mile 174/5. The site is 54 miles from Secunderabad. The height of the bridge is 11 ft. from the river bed. At the time of the accident, water was two feet below rail level. The average annual rainfall is 27". Out of it, total rainfall reported during 24 hours prior to accident was about 6". Owing to heavy rainfall, two bunds in the vicinity burst and flooded the track. Monsoon patrolling in which each patrol i;mh passes over a 2J miles section three times each way, *i.e.*, six times on each spot during a night, was in force. Besides this, there were three breaches on the same section and two on the Vikarabad-Purli section. Departmental trains with coal ashes and other railway material had been worked from Kazipet, Secunderabad, Vikarabad and other stations to repair the breaches without which access to the site is not

[Shri O. V. Alagesan.J

possible. Weather permitting, it is anticipated that the section between Kazipet and Raghunathpalli will be opened for local traffic today. Between Secunderabad and Jangaon the section will be opened on the 1st of October. Through communication is expected to be resumed after a few days. Our heart naturally goes out in sympathy and sorrow to those injured in the accident and the kith and kin of those killed.

MR. DEPUTY CHAIRMAN: It is a great national disaster and there has been a great loss of life. As a mark of respect to the deceased and sympathy to the families of the deceased, the House will please stand up for a minute.

(The House stood in silence for a minute)

MR. DEPUTY CHAIRMAN: Papers to be laid on the Table of the House.

SHRI P. SUNDARAYYA CAndhra): Mr. Deputy Chairman, the House must have an opportunity to discuss the subject for at least half an hour. We believe that the statement made by the hon. Minister is an understatement.

MR. DEPUTY CHAIRMAN: We shall think about it later.

SHRI B. V. GURUMURTHY: Sir, will an enquiry committee be constituted?

MR. DEPUTY CHAIRMAN: No questions on the statement.

PAPERS LAID ON THE TABLE

REPORT OF THE SPICES ENQUIRY COMMITTEE

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): I beg to lay on the Table a copy of the Report of the Spices Enquiry Committee. ("Placed in the Library. See No. S-372/54.]

REPORT OF THE TEXTILE ENQUIRY COMMITTEE

THE MINISTER FOR COMMERCE AND INDUSTRY (SHRI T. T. KRISH-NAMACHARI) : I beg to lay on the Table a copy of the Report of the Textile Enquiry Committee, 1954. [Placed in the Library. See No. S-376/54.]

FIVE YEAR PLAN—PROGRESS REPORT FOR 1953-54

THE DEPUTY MINISTER FOR IRRIGATION AND POWER (SHRI J. S. L. HATHI) : I beg to lay on the Table a copy of the Five Year Plan— Progress Report for 1953-54. [Placed in the Library. See No. S-377/54.]

REPORT OF THE MAHANADI BRIDGE COMMITTEE

THE DEPUTY MINISTER FOTT IRRIGATION AND POWER (SHRI J. S. L. HATHI) : I beg to lay on the Table a copy of the Report of the Mahanadi Bridge Committee. [Placed: in the Library. See No. S-378/54.]

MR. DEPUTY CHAIRMAN: We will go back to the Indian Tariff Bill

THE INDIAN TARIFF (SECOND AMENDMENT) BILL, 1954—conti--nued.

SHRI T. T. KRISHNAMACHARI: Mr. Deputy Chairman, last evening, at the time we were closing, I" was dealing with the point mentioned by the hon. Mr. B. C. Ghose in regard to the powers that the Tariff Commission possessed under the Tariff Commission Act, sections 19, 20, 21 and 22^ to compel evidence to be given or to compel facts to be submitted to them by the industries to which protection has been given or by any other industries for that matter. The case that he mentioned was not a case of wilful disinclination or wilful disobedience, but it was a matter apparently of a certain amount of slackness.