

**Railway Accidents**

804. { Shri Gulshan:  
 Shri Buta Singh:  
 Shri M. K. Kumaran:  
 Shri R. P. Singh:  
 Shri Krishna Deo Tripathi:  
 Dr. P. Srinivasan:

Will the Minister of Railways be pleased to state:

(a) the number of Railway accidents that took place during the year 1961; and

(b) how many Railway employees have been held responsible by the enquiry commissions set up to investigate these accidents?

**The Deputy Minister for Railways (Shri S. V. Ramaswamy):** (a) The number of train accidents during the year 1961 is shown below:—

Collisions and Derailments involving passenger trains . . . . .	238
Collisions and Derailments involving other trains . . . . .	1,331
Trains running into road traffic at level crossing . . . . .	164
Fires in trains . . . . .	281
<b>Total</b>	<b>2,013</b>

(b) These accident cases were enquired into either by departmental enquiry committees or by an Additional Commissioner of Railway Safety. In 1,791 cases which were finalised upto 31st March 1962 1,666 railway employees were held to blame.

**Iron and Steel for Andhra**

**805. Shrimati Sangam Laxmi Bai:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total demand of iron and steel of Andhra Pradesh for agricultural purposes during 1959-60 and 1960-61; and

(b) the percentage of supply to the demand during the same period?

**The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh):** (a) and (b). The total demand of iron and steel of Andhra Pradesh for agricultural purposes during 1959-60 and 1960-61 and

the percentage of supply to the demand during the same period was as follows:—

Year	Demand in M/tonnes	Percentage of supply to the Demand
1959-60	15,241	6.89%
1960-61	25,589	4.94%

**Programme for Coal Movement**

**806. Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether the railway authorities have drawn up a rationalisation programme for coal movement from Asansol and Mugma, and given effect to it from 1st August, 1962; and

(b) if so, the salient features of the programme?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):**

(a) Yes.

(b) In order to eliminate avoidable handling detentions in marshalling yards and thus maximise coal movement, the loading on Asansol and Mugma pilot sections has been rationalised in such a way that as large a number of through loads as possible is formed by the Pilot trains themselves. On down Asansol and Mugma II Pilots, on two consecutive days, allotments are given only for the up direction while on the third day, allotments are only for the down direction. In Down Asansol IB Pilot, on account of the different pattern of bulk allotments made by the Coal Controller, allotments for each direction are made on alternate days.

**Shipping Space for Export of Coal Goods**

**807. Shri Warrior:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Alleppey Chamber of Commerce had represented to Government regarding the