

Increase in Reservation quotas from and to Baroda

4806. PROF. P. G. MAVALANKAR: Will The Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a good number of people including Hon'ble Members of Parliament from Gujarat who travel by the Rajdhani Express and other daily Delux and fast trains running between Delhi and Bombay, get in and get down at Baroda and then make onward journeys in Gujarat since the metre gauge travel between Delhi and Ahmedabad is terribly time-consuming;

(b) if so, whether Government propose to increase the reservations quotas on these trains from and to Baroda;

(c) whether there is proposal to provide fast connecting trains at Baroda for onward travel to Ahmedabad and/or Surat on the above mentioned trunk lines between Delhi and Bombay; and

(d) if so, broad details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE): (a) and (b). An analysis of traffic moving from Ahmedabad to Delhi via Metre Gauge and via Vadodara on Broad Gauge has revealed that bulk of passengers are travelling via Metre Gauge route, the same being cheaper.

Adequate quota has been provided at Vadodara and at Ahmedabad for passengers travelling to Delhi on Broad Gauge route.

(c) and (d). Suitable connecting trains already exist for travel between Ahmedabad and Delhi via Vadodara.

K.K. Express

4807. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) the minimum distance restrictions for travel by K.K. Express;

(b) whether Government are aware that the Railway authorities in Kerala are not issuing tickets at no other stations than Trivandrum Central to places like Vijayawada, Nagpur, Itarsi etc.; and

(c) if so, what steps are being taken to rectify this position?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE). (a) As 125 Dn/126 Up Kerala-Karnataka Express trains, have been introduced, to cater mainly

to long distance traffic, on these routes, instructions have been issued for regulating passenger traffic on these trains as under:

In the Down direction i.e. from Trivandrum Central/Bangalore to New Delhi, Bangalore/Trivandrum Central stations book passengers for Nagpur and beyond. Quotas have been allotted to the intermediate stations. These Intermediate stations viz. Quilon, Kottayam, Ernakulam Jn., Trichur, Olavakkot, Coimbatore, Erode, Salem, Renigunta, Vijayawada etc. book passengers to the extent of quotas allotted to them observing a distance restriction of 600 Kms. Bangalore and Trivandrum Central stations also book passengers for the above mentioned intermediate stations to the extent of quota allotted to each of them. In the last lap of journey which is Jhansi for Delhi bound train, passengers are booked to the extent of accommodation available, on arrival of the train at the platform in order to make full use of the available accommodation in the train.

In the Up direction i.e. from New Delhi to Bangalore/Trivandrum Central, New Delhi station books passengers for Vijayawada and beyond. Quotas have been allotted to intermediate stations. These intermediate stations viz. Jhansi, Bhopal, Nagpur, Vijayawada etc. book passengers to the extent of quotas allotted to them observing a distance restriction of 600 Kms. New Delhi station also book passengers for the intermediate stations to the extent of quotas allotted to each of them. In the last lap of journey which is Renigunta for the portion of the train going to Bangalore and Coimbatore for the portion of the train going to Trivandrum Central, passengers are booked to the extent of accommodation available, on arrival of the train at the platform in order to make full use of the available accommodation.

(b) A few complaints to this effect have been received from the public and through the Press.

(c) Southern Railway has been asked to reinforce and clarify the instructions as contained in (a) above to stations on that Railway for proper and strict compliance to eliminate complaints from the public.

Plan for constructing a Fertilizer plant called 'Narmada Valley'

4808. SHRI AHMED M. PATEL: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any plan to construct a fertilizer plant called "Narmada Valley" in the District of Barooach of Gujarat; and

(b) If so, the progress made in this respect?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. Messrs. Gujarat Narmada Valley Fertilizer Co. Ltd. have been granted an Industrial Licence for setting up of a fertilizer plant in Broach District of Gujarat for the manufacture of 5,94,000 tonnes of urea per annum. The Company has already acquired land and has made arrangements for water, power and other infrastructure facilities. The Company has also entered into agreements with foreign firms for the purchase of equipment, know-how, etc. for the ammonia and urea plants.

Posts of Superintendents lying vacant in the Office of District and Sessions Judge, Delhi

4809. **SHRI OM PRAKASH TYAGI:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many posts of Superintendents are sanctioned in the office of District and Session's Judge, Delhi;

(b) how many of them have been lying vacant and since when; and

(c) the reasons for not filling up these posts for a long time?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). According to the information received from the Delhi High Court, there are three sanctioned posts of Superintendents in the Office of District and Session's Judge, Delhi. Two of these posts are lying vacant since May 14, 1974. These two posts were created in December, 1971 and were filled up after interviewing the candidates and considering their respective seniority and merit *vide* orders of the Chief Justice of Delhi High Court dated 5-4-1972. However, one of the applicants filed a writ petition against the said appointments. A Division Bench of the Delhi High Court which heard the case, set aside the said appointments *vide* its judgment dated 14-5-1974 on the ground that the Chief Justice was not competent to make the appointments and that these should be made afresh. Thereafter, it became necessary to frame rules governing the appointment and conditions of service for the post of Superintendent. Pending finalization of these rules, no appointments could be made to the said posts.

पेट्रोल ट्रैक्टर में आग लग जाने से मालगाड़ी और डीजल इंजन का जल जाना

4810. **श्री कृष्ण कुमार गोयल :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जून, 1977 में कोटा स्टेशन से तीन किलोमीटर दूर चंबल पुल के पास पेट्रोल ट्रैक्टर में आग लग जाने से मालगाड़ी और डीजल इंजन बुरी तरह जल कर नष्ट हो गये थे ; यदि हां, तो इस अग्निकांड में घन जन की हानि का व्यौरा क्या है ; और

(ख) इस दुर्घटना का क्या कारण है और इसके लिये उत्तरदायी व्यक्तियों के विरुद्ध क्या कार्यवाही की जा रही है और ऐसी दुर्घटनाओं की पुनरावृद्धि रोकने के लिए क्या उपाय किये जा रहे हैं ?

रेल मंत्री (प्रो० मधु दंडवते) :

(क) जी हां। कोई जन हानि नहीं हुई अथवा किसी भी व्यक्ति को चोट नहीं आई। रेल परिसम्पत्ति को लगभग 14,87,533 रु० की क्षति का अनुमान लगाया गया है।

(ख) जांच समिति के निष्कर्ष के अनुसार, यह दुर्घटना रेल कर्मचारियों की गलती के कारण हुई थी। उत्तरदायी पाये जाने वाले कर्मचारी के विरुद्ध उपयुक्त अनुशासनात्मक कार्रवाई प्रारंभ कर दी गई है।

ऐसी दुर्घटनाओं को रोकने के लिए, रेल प्रशासन ने कर्मचारियों में सुरक्षा की भावना जाग्रत करने के लिये एक व्यापक अभियान आरंभ किया है ताकि यह सुनिश्चित किया जा सके कि वे सुरक्षा नियमों का उल्लंघन नहीं करते हैं।