

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) to (f). This Department was first shifted from New Delhi to Simla. In 1949 it was shifted from Simla to Bombay when it was merged with the Directorate General of Shipping. In 1953 it was shifted from Bombay to New Delhi when it was required to function as an independent organisation directly under the Ministry of Shipping and Transport, for efficient working.

To facilitate reduction of congestion in Delhi, it has been the policy of Government to shift some offices out of Delhi. Conforming to this policy, there is a proposal to shift the Department of Lighthouses & Lightships out of Delhi although this involves some inconvenience to the staff. The Department of Lighthouses & Lightships is a commercial organisation and is paying rent to Directorate of Estates for the accommodation allotted to it. Since there is the proposal to shift the Department out of Delhi the question of constructing a building for it does not arise.

पोरबन्दर-अहमदाबाद सुपर फास्ट एक्सप्रेस गाड़ी में पीने का पानी और बिस्तर (बैड रोल) की व्यवस्था

8611. श्री धर्म सिंह चाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पोरबन्दर के लिये गांधीग्राम सुपर फास्ट एक्सप्रेस गाड़ी 9 अगस्त, 1978 को चलाई गई थी;

(ख) क्या इस गाड़ी में पीने के ठंडे पानी और सोने के लिये बिस्तर (बैड रोल) की व्यवस्था की जानी थी और यदि हां, तो इस गाड़ी में उचित दरों पर पीने के ठंडे पानी और बिस्तर की सुविधा कब तक दी जायेगी;

(ग) पीने के ठंडे पानी और बिस्तर की सुविधाएं कब से बन्द कर दी गई हैं और इसके क्या कारण हैं; और

(घ) लोगों की सुविधाओं के लिये पीने के ठंडे पानी और उचित दर से बिस्तर (बैड रोल) की सुविधाएं फिर कब से चालू की जायेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण):

(क) जी हां ।

(ख) से (घ) : यात्रियों के अनुरोध पर उन्हें बेडरोल सप्लाई करने की आवश्यक व्यवस्था 9-8-78 से ही मौजूद है और अब भी जारी है ।

9-8-78 से 30-10-1978 तक यात्रियों के लिए गाड़ी में पीने के पानी की सुविधा उपलब्ध थी, परन्तु इसे सर्दी का मौसम शुरू होते ही समाप्त कर दिया गया था, क्योंकि गाड़ी में इसकी मांग काफी कम हो गयी थी और इसे मार्गस्थ स्टेशनों पर पीने के पानी की सप्लाई से पूरा किया जाता था ।

इस गाड़ी में 1-5-1979 से पीने के पानी की सप्लाई व्यवस्था को फिर से शुरू करने का प्रस्ताव है ।

Compensation to People Dying in Accidents Involving Vehicles at Railway Crossings

8612. SHRI S. S. LAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the people dying in accidents involving vehicles at railway crossings are not entitled for any sort of compensation from the Railways;

(b) if so, the reasons for the same; and

(c) whether some measures are under consideration of Government to provide compensation in such cases?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (b).

The payment of compensation to victims of train accidents is governed by the provisions contained in Sections 82A to 82J of the Indian Railways Act, 1890 and the Railway Accidents (Compensation) Rules, 1950 framed under Section 82J of the Act. The accidents at level crossing gates with road vehicles etc. in which railway passengers are not involved, are not covered under these provisions. As such, no compensation is payable under the Indian Railways Act, 1890, to persons killed or injured in level crossing accidents, collision with road vehicles etc. The victims of such accidents or their dependents claim relief under the Law of Torts and the compensation is paid when so decreed by the Court if any contributory negligence is proved on the part of the Railway Administration or any of its staff. However, token *ex-gratia* payments are made to victims of such accidents by Railway Administrations.

(c) Does not arise.

Uneconomic Routes

8613. SHRI K. S. VEERABHADRAPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are some routes which are being run at present on uneconomic routes and if so, what are the names of such routes;

(b) whether there is any scheme under Government's consideration to make the running of these trains economically viable; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) On the Indian Railways, there are 126 branch lines which were found uneconomic during the year 1977-78 (list attached).

(b) and (c). The Railways are making all out efforts to make uneconomic branch lines economically viable. Some of the important measures taken by the Railways in this regard are:

1. Intensive checks to curb ticketless travel and alarm chain pulling;

2. Special arrangements for clearance of mela traffic;

3. Cancellation of trains which are poorly patronised;

4. Replacement of passenger and goods trains by mixed trains;

5. Closure of unremunerative stations/halts or their conversion into contractor-operated train halts;

6. Introduction of only one engine system;

7. Running of trains during day light only;

8. Personalised vigorous canvassing for traffic;

9. Close watch on loading, unloading and transit of wagoons;

10. Economy in staff, fuel consumption and maintenance, consistent with operational and statutory needs; etc.