

ed from time to time, is paid to dependent(s)—not families—of a passenger killed in an accident to a train or any part of a train carrying passengers. The word 'dependent' has the same meaning as given in Chapter I, para 2(1)(d) of the Workmen's Compensation Act 1923.

(b) and (c). No. of claim cases in which

Year	No. of persons Killed	compensation was paid
Dec '14 to March 74 .	47	26
74-75	103	82
75-76	42	35
76-77	71	56
77-78	182	118
78-79	79	49
79-80	98	42
80-81	94	2
Total:	716	410

Conversion of Katihar-Jogbani Section

467. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1561 on the 27th November, 1980 regarding conversion of Barauni-Katihar MG line and state:

(a) whether it is a fact that a large number of representations from various organisations of Agriculturists, traders and citizens have been received by him or his Administration for the conversion of Katihar-Jogbani section of N.F. Railway;

(b) the estimated expenditure involved in the proposed conversion of Katihar-Jogbani section;

(c) whether Government propose to consider the proposal for the survey of this section of N.F. Railway particularly in view of the fact that all other sections beyond Katihar have been either converted to BG or surveyed for conversion; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The estimated cost of conversion of Katihar-Jogbani MG (111 Kms.) line into BG at the present-day construction costs would be about crores.

(c) and (d). No. The survey carried out now will be outdated by the time, conversion of this section is considered at a future distant date.

Diversion of Coal Wagons meant for Ammasandra

468. SHRI RAJNATH SONKAR SHASTRI:

SHRI B. D. SINGH:

PROF. AJIT KUMAR MEHTA:

SHRI S. B. SIDNAL:

SHRI S. M. KRISHNA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that coal wagons meant for Ammasandra (Mysore) were recently diverted to some unknown destination in connivance with the railway officials;

(b) whether it is also a fact that the Mysore Cement Factory at Ammasandra had been closed for inadequate supply of coal;

(c) if so, the details thereof;

(d) the result of the inquiry, if any, conducted in the matter and the action taken by Government thereon; and

(e) whether there have been such incidents on other Divisions of the Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) The Railway has no information about closure of the plant due to shortage of coal as such.

(c) and (d). Do not arise.

(e) Wagons booked to one consumer are diverted to some other consumer only under exceptional circumstances. When such diversions are done, action is also taken to compensate the party for such diversions.

Sambalpur-Talcher Rail Link

469. DR. KRUPASINDU BHOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the techno-economic survey of the proposed Sambalpur-Talcher rail link has since been completed;

(b) whether the survey report has been considered by Government; and

(c) if so, when the construction work is likely to be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The survey report has been received on 31st January 1981 and is being examined in the different Directorates of the Ministry of Railways. Investment decision will be taken in consultation with the Planning Commission after evaluation of the survey report.

Railway Signalling System

470. SHRI KAMLA MISHRA MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a seminar on automatic signalling organised by the

Institution of Railways Signal and Telecommunications' Engineers at New Delhi on January 22, 1981;

(b) if so, whether the speakers expressed their dissatisfaction over the progress made in the Indian Railway signalling system; and

(c) if so, the details thereof and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) Does not arise.

Cancellation of Trains due to Coal Shortage

471. SHRI ZAINUL BASHER: Will the Minister of RAILWAYS be pleased to state:

(a) trains cancelled in all the Railways due to coal shortage;

(b) whether coal shortage in the railways are due to failure of the Coal India to supply coal or the failure of the Railways to carry coal; and

(c) the steps taken by Government to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As on 16-2-1981, 240 pairs of passenger trains remained cancelled on all the Zonal Railways due to coal shortage.

(b) and (c). At present the overall availability of steam coal in the country is not enough to meet the combined requirements of Railways and Industries in full. Railways, despite their being the carrier and distributor of coal, have to consider the complaints which come from various Industrial Units asking for more and more steam coal. Thus, keeping in view the needs of different sectors of the economy, a