

14 अगस्त, 1981 तक रह कर दिया गया था और इस अवधि के दौरान कोई प्रतिरिक्त रेल सुविधा की व्यवस्था नहीं की गई थी।

### Roads Damaged due to floods

2695. SHRI M.V. CHANDRA SHEKARA MURTHY : Will the Minister of SHIPPING & TRANSPORT be pleased to state :

(a) whether it is a fact that the damage to roads in the country and especially flood affected areas is worth Rs. ten crores ;

(b) if so, what are the States where roads have been damaged ;

(c) whether in view of this Union Government is considering to draw a plan to help the States for repairing of roads damaged or washed away by rains ; and

(d) if so, what kind of assistance and help will be provided to the States and whether any central scheme has been formulated?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a) to (d). Out of various categories of road in the country, the Government of India are constitutionally responsible for maintenance and development of National Highways only. During the current monsoons reports of some damages due to rains & floods to certain sections of National Highways have been received from the States of Assam & North Eastern Region, Bihar, Himachal Pradesh, Gujarat, Jammu and Kash-

mir, Rajasthan and Uttar Pradesh. National Highways being the responsibility of the Central Government, the full cost of restoration and repairs of the damages to the National Highways will be provided to the concerned States by the Government of India.

### Bridges over Bagmati and Kosi Rivers

2696. SHRI P. RAJAGOPAL NAIDU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a number of bridge over perennial and furous rivers like Bagmati and Kosi are too weak and there are no railings on them; and

(b) if so, the steps being proposed to be taken ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) No. The bridges on Bagmati and Kosi rivers are not weak. These have railings on one side.

(b) Does not arise.

### Railway Departmental Catering Service

2697. SHRI B.R. NAHATA : Will the Minister of Railways be pleased to state, what are the profits or losses of each Railway during the last three years on account of Departmental Catering Services of Railways, Zone-wise?

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

profit/loss of Departmental Catering Units of Indian Railways (Zone-wise) for the last three years are as under :—

(Figures in thousands of Rs.)

Zonal Railway	1978-79	1979-80	1980-81
Central	(+) 21,39	(+) 19,61	(Provisional) (+) 37,75
Eastern	(+) 10	(+) 71	(+) 2,50
Northern	(+) 9,53	(+) 5,67	(+) 9,86
North Eastern	(+) 3,57	(+) 2,46	(+) 3,00
Northeast-Frontier	(+) 1,00	(—) 38	(+) 77
Southern	(+) 23,67	(+) 27.21	(+) 26,20
South-Central	(+) 8,92	(+) 10,92	(+) 20,31
South-Eastern	(—) 13,04	(—) 41,68	Figures under compilation
Western	(+) 5,68	(—) 4,60	(+) 2,75

Note (+) indicates profits  
(—) indicates loss

**Railway accidents in Khurda Road Division of S. E. Railway**

rani Road again to carry the bogies; and

2698. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(c) what urgent steps have been taken to set Khurda Road Division in proper working form to prevent recurrence of such incidents ?

(a) whether it has come to the notice of the Railway Ministry that during last one month two to three Railway accidents have taken place in Khurda Road Division of S. E. Railway which in completely unusual in this Division ;

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) No. During July, 1981, there was only one case of train derailment in Khurda Road Division of South Eastern Railway.

(b) whether it has also been reported to the Government that on 3rd August, 1981 the Engine of the 143 Down Kalinga Express got detached from the rest of the bogies at Baitarani Road station and went upto Manjuri Road station because the coupling of the Engine had gone out and the driver had to back the Engine from Manjuri Road to Baita-

(b) This incident occurred on 4-8-81.

(c) The Safety Organisation is carrying out a relentless campaign to arouse safety consciousness amongst the staff to ensure that they