

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

work according to rules and do not indulge in short cut methods that may lead to accidents. The Drivers are being counselled to ensure that their engines are properly coupled with the trains.

Transport facilities between Calcutta and Andaman

2699. SHRI E. K. IMBICHI-BAWA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware that it takes three days from Calcutta to reach Andaman and back by sea;

(b) is there any programme to use speedier Hydrofoil or any other type of boats;

(c) whether it is a fact that a new transport ship is lying idle for the last one year; and

(d) if so, is it due to non-availability of the technical personnel to man the ship?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a) Yes, Sir,

(b) No, Sir,

(c) and (d). An Inter-Island Vessel, namely M. V. 'Triveni' was lying idle for the period from 29-9-80 to 14-5-81 at Port Blair Harbour for want of a Home Trade Master and qualified engineers required under the Merchant Shipping Act, 1958. From 15-5-81, this vessel started plying after getting dispensation from the D. G. (Shipping).

Coal transported to States

2700. SHRI DALBIR SINGH :
SHRI B.R. NAHATA :

Will the Minister of RAILWAYS be pleased to state :

(a) how much coal was transported by each Railway to different States during the last three years ;

for power generation, for industrial use and also for the use of Railways themselves ;

(b) how many trains, passenger and goods, had to be cancelled on account of shortage of coal at the loco headquarters during the last three years and the period of cancellation of each train including the current year, zone-wise ;

(c) when Indent for coal supply was given for these Railways and for what quantity and when it was supplied and to what extent ; and

(d) what is the estimated loss of Railways on account of non-availability of coal in time to different Railways, during the last three years, or year-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) A statement showing the daily average number of wagons loaded with coal for Power Houses, Railways own use and other industrial consumers during 1979-80, 1980-81 and 1981-82 (upto July '81) by coal loading Zonal Railway is attached (Annexure-A).

(b) A statement showing the maximum number of passenger trains cancelled Zone-wise due to shortage of coal during the years 1978, 1979, 1980 and 1981 (Upto August '81) and the total number of goods trains cancelled Zone-wise is attached (Annexure-B).

(c) Individual Zonal Railways' coal requirement is assessed annually by the Board and reviewed periodically in the light of dieselisation/electrification of routes/services and coal supplies are arranged accordingly, keeping in view the overall availability of required quality of coal vis-a-vis the minimum demands of other priority sectors.

(d) Such information is not being compiled by the Zonal Railways.