

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). As a general policy, stations where meagre goods traffic is dealt with are being closed for goods traffic only on financial considerations. The volume of traffic offering at Guler station is meagre. As such, this station has been closed both for inward and outward goods traffic with effect from 16.5.81.

The booking of goods traffic to stations open for goods traffic on Kangra Valley Railway was under quota limitation, but the booking has now been made free from the middle of February '82.

Loss on Passenger Traffic carried by E. M. U. Coaches

5248. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are incurring losses on passenger traffic carried by E.M.U. Coaches;

(b) if so, whether any study has been conducted in this regard during the recent past;

(c) if so, the findings thereof and the reasons for those losses; and

(d) if not, the basis for the calculation of losses and whether the Government would undertake an in-depth study for this purpose?

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

(c) and (d). The study has shown that Railways suffered a loss of Rs. 28.20 crores in 1980-81 on the E.M.U. services operating on suburban sections. The losses on E.M.U. suburban services are mainly due to concessional fare structure which does not cover the operating expenses. Due to the sharp increase in the prices of vari-

ous inputs used by the Railways for the operation of these services, it has not been possible to cover the expenses with the earnings derived from the concessional fares charged from the commuters over these sections.

भारतीय मिशनों/दूतावासों/उच्च-आयोगों में हिन्दी का प्रयोग

5249. श्री हीरालाल शारंग परमार : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि:

(क) विदेशों में स्थित उन भारतीय मिशनों/दूतावासों/उच्च आयोगों के नाम क्या हैं जहाँ हिन्दी में काम किया जा रहा है;

(ख) कुल कार्यभार की तुलना में कितने प्रतिशत काम हिन्दी में किया जा रहा है; और

(ग) क्या यह सच है कि इन मिशनों/दूतावासों/उच्च आयोगों में हिन्दी अधिकारियों/अनुवादकों/टाइपिस्टों के बहुत से पद लम्बी अवधि से रिक्त पड़े हुए हैं;

विदेशमंत्री (श्री पी० वी० नरसिंह राव):

(क) और (ख) हमारे प्रायः सभी मिशन अपने सरकारी काम-काज में सरकार के निर्देशों के अनुसार हिन्दी का प्रयोग कर रहे हैं और इसका प्रतिशत कहीं अधिक कहीं कम है किन्तु अधिकतम 12 प्रतिशत तक है।

(ग) हमारे मिशनों में हिन्दी अधिकारियों के केवल दो पद खाली हैं—एक पोर्ट लुई में 6-11-81 में, और दुबरा पोर्ट आफ स्पेन में 19-10-81 से।

South Central Railway Administration blamed for misshap

5250. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item 'SCR administration blamed for

mishap' published in the Indian Express (Hyderabad Edition) dated 9 October, 1981;

(b) if so, the details of the mishap and its causes;

(c) action taken against the officers concerned for opening the Station without Station Master and by posting two new A.S.Ms. just on their passing the initial training and Yard Porter as Cabinman without any competency certificates at Chanaka Station (S.C. Railway) on Trunk Route and compelling them to work for 10 hours without a single day rest for a month before the date of accident; and

(d) the reasons and justifications for opening the Station and closing it just after the accident?

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

(b) On 4-9-81 Up Itarsi Special Goods train entered the Loop line at Chanaka station and collided with a stalled load. This was due to the failure of Railway Staff.

(c) One Station Master and three Assistant Station Masters were posted at Chanaka station on a permanent basis. While the Station Master and two Assistant Station Masters had put in more than 10 years of service, the third Assistant Station Master had undergone successfully the training in the duties of the Station Master in the Zonal Training School and had worked independently for 4 months at other stations, before he was utilised to work at Chanaka station. The staff are put to work as Cabinmen only after they have undergone the necessary training and have passed the examination. Due to heavy casualties, the staff had to work for 12 hours.

(d) The station was opened as a temporary crossing station prior to doubling of the section to increase the line capacity. It was, however, closed

in view of the reluctance of staff to work at that station.

रेलवे द्वारा खाद्यान्न की ढुलाई

5251. श्री तारिक अमनवर: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेलवे द्वारा ढुलाई किये जाने वाले खाद्यान्न रेल गाड़ी में भरते समय ठीक तरह से नहीं ढके होते जिसके परिणाम स्वरूप वर्षा ऋतु में काफी मात्रा में खाद्यान्न सड़ जाता है;

(ख) क्या किसी विशेष अधिकारी पर इसका दायित्व निर्धारित किया जाता है और यदि नहीं, तो उसके क्या कारण हैं;

(ग) इसके लिए उत्तरदायी अधिकारियों क विरुद्ध क्या कार्यवाही की गयी है; और

(घ) रेलवे ने दावे की कितनी राशि की अदायगी की है और पिछले तीन वर्षों में (वर्षवार) कितना खाद्यान्न खराब हुआ है?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन): जब खुले माल डिब्बों में खाद्यान्न का लदान किया गया होता है तो उन्हें तिरपाल से उपयुक्त ढंग से ढक दिया जाता है।

(ख) और (ग). प्रश्न नहीं उठता।

(घ) बन्द और खुले माल डिब्बों में ढोये गये अनाज और दालों के गीले हो जाने पर क्षति के कारण भुगतान की गयी क्षतिपूर्ति की रकम वर्षवार नीचे दी गयी है:—

वर्ष	भुगतान की गयी क्षतिपूर्ति की रकम
(लाख रुपयों में)	
1978-79	105.80
1979-80	130.05
1980-81	141.68

क्षतिग्रस्त मात्रा के सम्बन्ध में आंकड़े नहीं रखे जाते।