

the manufacturers of the products concerned and of equivalent products are advised by the Ministry of Chemicals and Fertilizers to rush supplies to the concerned areas. In response to Government's advise, the concerned manufacturers are able to rush supplies to relieve such transient shortages, in most cases.

(d) and (e). The drugs falling under Schedule 'H' and 'X' of the Drugs and Cosmetics Rules, sold by the Chemists and Druggists are required to be dispensed only against a valid prescription from a qualified doctor. Other drugs, not covered by these Schedules, can be obtained without prescription.

#### Talcher-Bimlagarh Railway Link

1944. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Orissa had requested his Ministry for giving priority for the construction of Talcher—Bimlagarh rail link in Orissa;

(b) if so, whether the construction of the line between Talcher and Bimlagarh is under consideration of the Government; and

(c) when it is likely to be taken up?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) to (c). Government of Orissa had submitted a memorandum to the Chairman Railway Convention Committee in October '81 suggesting *inter-alia* the priority to be accorded to the construction of Talcher-Bimlagarh Railway link.

A survey made in 1969-70 for this 136 Kms. link showed that the proposals was not financially viable, hence dropped.

#### Providing facilities in ordinary schools to compete with convent schools

1945. SHRI K. MALLANNA: Will the Minister of EDUCATION be pleased to state:

(a) whether Government are aware that rich children are educated in Convent and the poor students, who get sub-standard education in ordinary schools could not compete with them;

(b) if so, whether Government would either provide proper facilities in ordinary schools or take-over the public schools; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). At the primary and middle school stages west of the children go to nearby schools particularly in rural areas. Even in urban areas, the proportion of different types of institutions is almost insignificant in the total number of institutions.

Any move to take over all educational institutions under Governmental control will increase the financial liability of the State. Also, in the case of minority institutions particularly, there will be legal difficulties.

The attempt has, therefore, been to provide adequate educational facilities in pursuance of the policy of removing educational disparities and imbalances.

Reformation of the education system is a continuous process. The Government is doing its best, within the constraints of available resources, to improve and streamline the system so as to make it a powerful instrument of socio-economic transformation. Successive Five Year Plans have to this end, articulated the educational development profiles and perspectives. During the 6th Five Year Plan, the thrust is to provide greater equality of educational opportunity, linking education with the needs of development. Appropriate changes at all levels of education are being brought about to remove the prevailing disparities in the education system in the country.

**Accidents and crimes in trains during 1982**

1946. SHRI J. S. PATIL :

SHRI RAM PYARE PANIKA :

SHRI NAVIN RAVANI :

SHRI CHINTAMANI JENA :

SHRI KRISHNA CHANDRA PENDEY :

SHRI MOHAMMAD ASRAR AHMAD :

SHRI KUSUMA KRISHNA MURTHY :

SHRI LAKSHMAN MALLICK :

Will the Minister of RAILWAYS be pleased to state :

(a) details of accidents and crimes in trains in the last year;

(b) causes of those railway accidents;

(c) measures adopted with regard to the safety and security in Railways; and

(d) estimated expenditure per year on the new measures ?

THE MINISTERS OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) During 1982 there were 905 train accidents consisting of 60 collisions, 741 derailments, 85 level crossing accidents and 19 fires in trains. During the same period 115 dacoities and 276 robberies took place in trains.

(b) Causes including *prima-facie* causes of these train accidents are given below:—

Cause	No. of accidents
1. Failure of railway staff	559
2. Failure of persons other than railway staff	95
3. Failure of equipment:	
(i) mechanical	88
(ii) track	17

Casual	No. of accidents
4. Sabotage	8
5. Accidental	47
6. Cause could not be established	19
7. Cause not yet finalised	71

(c) Some of the Safety and Security measures taken are stated below :—

**SAFETY MEASURES**

1. inculcating greater safety consciousness amongst railwaymen.

2. Intensifying field inspections.

3. Increased use of technological aids like track-circuiting, axle-counters, improved type of signalling and interlocking etc. to supplement human vigilance.

4. Introducing Breathlyser tests for engine crew to obviate their coming on duty under the influence of alcohol.

5. Provision of flasher lights in diesel/electric locos to warn drivers on adjoining track in case of emergency.

6. Stepping up pace of renewal of overaged assets.

7. Pulling up of arrears in the maintenance of track, rolling stock and equipment.

8. Progressive manning of level crossings and improvement in safety equipment provided.

**SECURITY MEASURES**

1. Almost all passengers carrying trains are being provided with armed escorts during the night.

2. Beat patrolling of stations, platforms and waiting halls has been intensified.

3. Surveillance over criminals and known bad characters is being emphasized.