

यात्री गाड़ियों में पंख और बिजली की बसियां

229. श्री शिव कुमार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यद्यपि यात्री गाड़ियों के अधिकांश डिब्बों में पंखे लगे होते हैं परन्तु वे काम नहीं करते;

(ख) क्या यह भी सच है कि अधिकांश डिब्बों में बल्ब नहीं होते और जहाँ बल्ब हैं वे बहुत धीमी रोशनी देते हैं;

(ग) क्या यह भी सच है कि प्रथम श्रेणी के डिब्बों में बर्थों के ऊपर के प्लगों को या तो लकड़ी से बन्द किया होता है या उनमें खुली तारें होती हैं; और

(घ) इस स्थिति में सुधार के लिये सरकार क्या कार्यवाही कर रही है ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) : (क) और (ख). कई अवसर ऐसे आये हैं जब कुछ डिब्बों में पंखों और रोशनी में विभिन्न कारणों से खराबी आयी। उत्तरदायी कर्मचारियों को कड़ी हिदायत है कि इन खराबियों की ओर ध्यान दें और ऐसा न करने वालों के विरुद्ध कार्रवाई की जाती है।

(ग) स्वदेशी साधनों से गाड़ियों में रोशनी करने की बैटरियों की सप्लाई अपर्याप्त रहने के कारण कुछ डिब्बों में शायिकाओं के ऊपर लगी रोशनी की फिटिंग को अस्थायी रूप से बंद कर दिया गया है।

(घ) बैटरियों के स्वदेश में निर्माण को बढ़ाने के लिए लगातार प्रयास किये जा रहे हैं और पुरानी बैटरियों को बदला भी जा रहा है। तात्कालिक कामी को दूर करने के लिए 20,000 सैल विदेश से मंगाये गये हैं और इन उपायों के फलस्वरूप, आशा है, अगले वर्ष तक शायिकाओं पर लगी रोशनी चालू कर दी जायेगी।

RETRENCHMENT OF EMPLOYEES IN SERAMPORE COLLIERY

231. SHRI YASHPAL SINGH : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that about 1,100 workers are being retrenched in the Serampore Colliery near Hazaribagh operated by the National Coal Development Corporation;

(b) whether it is also a fact that the Corporation is considering to close this colliery; and

(c) if so, the reasons for the closure of the colliery and for the retrenchment of the workers ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) to (c). Serampore Colliery owned by the National Coal Development Corporation presently consists of 16-A Pit, 18-A Incline and Lower Khandia Incline. Of these, 16-A Pit has been closed recently with exhaustion of reserves. The working in 18-A Incline had stopped for sometime due to flooding, but here also the reserves are exhausted, and the incline will have to be finally closed down shortly. The question whether the Lower Khandia incline which is the only remaining pit with some reserves and produces Grade III-B coal at very uneconomic cost should continue working is being considered by a technical committee. The total employment in 16-A and 18-A incline which cannot continue working because of depletion of reserves is 670. The Lower Khandia incline employs 476 persons. Besides, there are as many as 258 persons employed on the common services of the colliery as a whole. The Corporation have offered alternative employment to about 470 persons. Where re-deployment of surplus workers is not possible or feasible retrenchment may have to be resorted to.

ACCIDENTS

232. SHRI YASHPAL SINGH :
SHRI C. JANARDHANAN :
SHRI VISHWA NATH PANDEY :
SHRI HUKAM CHAND
KACHWAI :
SHRI ONKAR LAL BERWA :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of railway accidents which occurred during the period from 1st

August, 1968 to 31st October, 1968 on all the Railways in the country.

(b) the number of persons killed and injured as a result of these accidents separately;

(c) estimated loss of property in each accident;

(d) the amount of compensation paid to the next of kins and sufferers; and

(e) the steps taken or proposed to be taken in each case ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) During the period 1-8-1968 to 31-10-1968, there were 220 train accidents in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains on the Indian Government Railways.

(b) In these accidents, 42 persons were killed and 222 injured.

(c) The cost of damage to railway property was estimated at approximately Rs. 28,97,282.

(d) No compensation has been paid as yet, but some claims are under consideration and under process.

(e) Inquiries are held into all railway accidents and in the light of findings and recommendations necessary steps are taken to prevent recurrence of similar accidents. As inquiries held into railway accidents reveal that failure of railway staff is the largest single factor responsible for causing accidents, a four-pronged safety drive, educative, psychological, punitive and technological has been going on to arouse the safety consciousness of the staff and to prevent accidents.

HOLD-UP OF 228 DOWN CHHITAUNI GORAKHPUR PASSENGER TRAIN

233. **SHRI YASHPAL SINGH :**

SHRI ONKAR LAL BERWA :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Short Notice Question No. 15 on the 29th August 1968 regarding hold-up of 228 Down Chhitauni-Gorakhpur Passenger Train and state :

(a) whether the investigations have since been completed; and

(b) if so, whether a copy of the investigation report will be laid on the Table ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) A copy of the Police Investigation Report is laid on the Table of the House. [Placed in Library. See No. LT-2051/68].

RAILWAY LINE FROM GOHANA TO PANIPAT

234. **SHRI YASHPAL SINGH :**

SHRI ONKAR LAL BERWA :

Will the Minister of RAILWAYS be pleased to state :

(a) the further progress so far made in the restoration of remaining part of railway line from Gohana to Panipat; and

(b) when this project will be taken in hand and the time by which it is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The Rohtak-Gohana section of the Rohtak-Gohana-Panipat line was restored in 1958. This section, since its restoration, continues to remain unremunerative due mainly to unrestricted competition from the road services. In view of the losses which are continued to be incurred on the operation of the Rohtak-Gohana portion and also due to the well organised road transport that serves the area, the restoration of the Gohana-Panipat section cannot be considered at present, particularly as there is a heavy demand for many other urgent projects and the resources available with the Railways are very limited.

GRANT OF EXPORT INCENTIVES

235. **SHRI MEETHALAL MEENA :** Will the Minister of COMMERCE be pleased to state :

(b) whether it is a fact that certain exporters who had entered into export commitments before devaluation, but did not effect any exports at all, have been granted export benefits under the schemes prevalent prior to devaluation;

(b) if the reasons therefor; and