

*[English]***Encroachment of Railway Land**

\*476. SHRI K.C. KONDAIAH:

DR. BALI RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that railway lands worth crores of rupees are being encroached upon in different States;

(b) if so, the estimated acres of railway lands encroached upon; State-wise, and

(c) the steps proposed to be taken to remove encroachers and to protect the railway properties?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) Information about area of railway land under encroachment is not maintained State-wise but Zonal Railway-wise as Railway zones span over more than one state. The details are as follows:-

Railway	Area under encroachment
	(in hect.)
Central	64
Eastern	85
Northern	900
North Eastern	115
Northeast Frontier	304
Southern	83
South Central	84
South Eastern	715
Western	107
<b>Total</b>	<b>2457</b>

(c) Removal of encroachments on Railway land is a continuous process. Regular inspections are done by the Railway officials to prevent fresh encroachments. New encroachments are removed as soon as they are noticed. Regarding old encroachments, action is taken to remove them under Public Premises (Eviction of Unauthorised Occupants) Act, 1971 with the help of Civil Police.

To prevent encroachment on Railway land, construction of boundary wall and fencing in the vulnerable sections are undertaken. Planting of suitable trees/shrubs including quick growing thorny trees is also done.

*[Translation]***Train Accidents**

\*477. SHRIMATI PURNIMA VERMA:

SHRI SHIVRAJ SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents which took place during June 1996 and April 1997, Zone-wise;

(b) the causes of these accidents;

(c) the number of people killed, injured and total loss suffered by Railways, Zone-wise;

(d) the number of accidents due to sabotage;

(e) the details of compensation given to victims; and

(f) the action taken/proposed to be taken by the Government to check these train accidents in the country?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) Information regarding number of consequential train accidents during the period 1.6.96 to 30.4.97, casualties therein and cost of damage to railway property is as under:-

Rly	No. of accidents	No. of persons killed	No. of persons injured	Cost of damage to railway property (Rs. in lakhs)
Central	57	34	131	768.08
Eastern	27	24	72	760.23
Northern	51	27	38	440.34
N.E.	16	23	12	11.44
N.F.	17	34	69	127.18
Southern	37	9	18	577.26
S.C.	32	44	40	713.36
S.E.	61	12	47	823.28
Western	33	10	48	118.50
Metro	2	-	-	12.50
Konkan	3	-	-	20.10
<b>Total</b>	<b>336</b>	<b>217</b>	<b>475</b>	<b>4372.27</b>

Note: (1) Figures are provisional.

(2) Figures regarding cost of damage are for the period June 1996-March 1997.

Main causes of the accidents were human failure, equipment failure, sabotage and incidental factors.

(d) 14.

(e) Immediately after the accidents, ex-gratia relief amounting to Rs. 11.65 lakhs was paid to the dependents of dead and injured passengers. 59 claims have been received out of which 6 claims amounting to Rs. 6.51 lakhs have been settled. Settlement of claims in remaining cases will be done after receipt of decrees from the Railway Claims Tribunal.

(f) Some of the measures taken to improve safety and prevent accidents are as under:-

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about "Signal at danger" to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold beakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossing and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Step have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

*[English]*

#### Identification of Tourist Places by State Governments

\*478. SHRI HARIN PATHAK: Will the Minister of TOURISM be pleased to state:

(a) whether some State Government have identified tourist places for development;

(b) if so, the details of tourist places identified state-wise;

(c) whether the Union Government propose to sanction grants for the development of those tourist spots; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) Identification and development of tourist places is a continuous process and is primarily the responsibility of the State Governments. Central financial assistance for the development of tourism is provided on the basis of specific project proposals received from them, inter-se priorities and availability of funds each year.

*[Translation]*

#### Unprofitable Railway Lines

\*479. JUSTICE GUMAN MAL LODHA:

SHRI NAWAL KISHORE RAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there are several unprofitable railway lines in the country where the trains are being run;

(b) if so, the names of these railway lines and the total annual loss being suffered on account of these lines;

(c) whether the Government have estimated the total financial loss due to these railway lines during the last three years; and

(d) if so, the total amount of loss suffered and the future plan of the Government to check this financial loss?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) A list is given in the attached statement.

(c) Yes, Sir.

(d) (i) The total loss suffered by the Uneconomic Branch Lines and the New Lines during the last three years was as under:

1993-94	-	Rs. 190.76 Crores.
1994-95	-	Rs. 220.77 Crores.
1995-96	-	Rs. 225.67 Crores.