

लाइन क्षमता की अग्रिम योजना बना दी जाती है और इसमें वृद्धि की जाती है जब कभी ऐसे यातायात का पूर्वानुमान लग जाता है, जिसकी ठुलाई करना विशिष्ट मार्गों की क्षमता से बाहर है ।

Accident in Sudamadih

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

(a) whether his attention has been drawn to the accident at Sudamadih (Dhanbad) causing death of seven contractor's workmen on 15-6-82 while constructing drain along the raliway siding of the Bharat Coking Coal Limited; and

(b) if so, facts in details and the steps taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) Yes, Sir.

(b) The South Eastern Railway is executing the work of "Earth work Walling and Side drains" as a deposit work for BCCL at Sudamadih. During the execution of the work by the contractor M/s. Allied Construction Company, the earth on the cutting side slipped for a length of about 25 feet at about 18.30 hrs. on 15-6-82 trapping 17 workers of the contractor. Seven workers died, four were grievously injured and six others were discharged after first aid. Railway has paid Rs. 1000/- to each of the next of the kin of the deceased persons, and Rs. 750/- to each of the four grievously injured persons. An amount of Rs. 1,27,400/- has further been deposited as compensation to be paid to the next of the kin of seven deceased persons with the Commissioner, Workmen Compensation, Dhanbad on 29-6-82. In addition, civil authorities have also paid Rs. 1000/- each as ex-gratia payment to the next of kin of the deceased persons.

Railway Administration ordered a fact finding inquiry by three officers. The inquiry committee, in their report dated 25-6-82 concluded that the slip was a sudden phenomenon due to hidden faulty strata of coal seam and could not have been anticipated.

Research on Deo-Somnath Temple

*219. SHRI BHEEKHABHAI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether any constructional/archi-tectural or any other type of study has been conducted by the Archaeological Survey of India with regard to Deo-Somnath Temple in Dangarpur District;

(b) whether it is a fact that no cement or lime has been used in the construction of this temple;

(c) if so, how this structure stands till this day;

(d) whether Government will allow re-novation of this temple by any Charitable institution; and

(e) if so, the procedure thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). Yes, Sir. The temple under reference is built in dry masonry without using any mortar for binding. The heavy blocks of stone were laid evenly and horizontally one upon the other and kept in position by their weight and balance, aided by iron cramps and dowels. This was a common constructional feature in stone temples upto about the thirteenth century A.D. throughout India.

(d) No, Sir.

(e) Does not arise.

ताज महल पर रेल इंजन के धुएँ का प्रभाव

*220. श्री सज्जन कुमार :
श्री बयाराम शाक्य :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेल के इंजनों के धुएँ के कारण ताज महल का रंग फीका पड़ता जा रहा है ;

(ख) क्या सरकार ने इस सम्बन्ध में कोई सर्वेक्षण कराया है और यदि हाँ, तो उसका ब्यौरा क्या है ; और

(ग) कोयला इंजनों के स्थान पर डीजल इंजन चलाने के संबंध में सरकार द्वारा क्या कार्यवाही की जा रही है ताकि आगरा होकर जाने वाली रेलगाड़ियों का कोई हानिकारक प्रभाव ताज महल पर न पड़े?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) आगरा क्षेत्र में बड़े आमान के भाप इंजनों के बदले डब्ल्यू डी एस 4 और डब्ल्यू डी एस 6 डीजल शंटिंग इंजनों का उपयोग किया जा रहा है । मीटर आमान पर, अपेक्षित 5 भाप इंजनों को कोल फायरिंग से आयल फायरिंग में बदल दिया गया है और उन्हें उपयोग में लाया जा रहा है ।

Conversion into broad gauge of Rupsa-Bangriposi Rail Line

*221. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey report on conversion of Rupsa-Bangriposi narrow gauge railway line into broad gauge in South Eastern Railway has been received by the Government; and

(b) if so, when and the decision taken for the conversion of said railway line?

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

(b) The survey report was received in Dec. '81 and the same has been examined.

In view of the project not being financially viable, it is not proposed to take it up.

Accident prone road sections on national highways

*222. SHRI SURAJ BHAN:
SHRI ATAL BIHARI
VAJPAYEE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) details of the 20 most accident prone road sections on the National Highways

in the country and safety steps taken on those sections;

(b) specific safety steps taken on the Delhi-Ambala Sector of G.T. Road; and

(c) number of accidents and damage to life and property involved on an average in a month on the Delhi-Ambala Section of G.T. Road?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESRI): (a) to (c). So far as National Highways are concerned, Central Government are primarily responsible for their development and maintenance only. All matters relating to road accidents and control measures to minimise traffic accidents fall within the jurisdiction of the State Police Departments. While the improvement of National Highways (viz. road geometrics, widening, improvement in thickness of road crusts, providing by-passes, improving junctions and crossings and providing truck parking complex and resting facilities etc. which *inter-alia* take care of safety needs) are being taken up constantly by Government, as part of the development and maintenance of National Highways, there are a number of other factors such as driver behaviour, vehicles' condition, environment etc. which contribute, in totality, to these accidents and may vary from time to time. Identification of individual accident prone stretches is therefore not possible.

The G.T. Road, National Highway No. 1 from Delhi to Ambala (212 kms length) has already a two lane carriageway and is traffic worthy. Steps are being taken up to widen this road to 4-lane carriageway to the extent feasible within the available resources. A length of 15.5 kms of this road in Delhi is already 4-lane and another 14 kms are expected to be completed by October, 1982, which would cover the entire length in Delhi. In Haryana, 4-laning of 21 km is in progress which is expected to be completed by June, 1983. The remaining length would