

Making Bilaspur Railway Zone

†500. SHRI GOVINDRAM MIRI: Will the Minister of RAILWAYS be pleased to state:

(a) the up-to-date position of implementation of the decision to make Bilaspur in Madhya Pradesh a Railway zone; and

(b) the expected date of its completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The inaugural function of Bilaspur zone was held on 20.9.98. An Officer-on-Special Duty in the rank of General Manager has been posted at Bilaspur. The development of Bilaspur zone is being done in a phased manner. An amount of Rs. 0.47 crores (Approx.) has been spent during 1998-99 on the development of Bilaspur zone and another Rs. 3.0 crores has been provided in the Budget for 1999-2000.

(b) The zones have been planned to be set up in a phased manner over a period of five years.

Computerised Rail Reservation at Vidisha

†501. SHRI RAGHAVJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether computerised rail reservation facility is available at Vidisha railway station under the Central Railway;

(b) if not, by when such facility is likely to be provided there; and

(c) At which railway stations under the Central Railway, computerised reservation facility is proposed to be provided during the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) There is no proposal at present.

(c) The PRS facility is proposed to be provided at Maihar, Babina, Shirdi out agency and Ballabgarh Railway stations during the next three years.

Money for Safety Measures in the Railways

502. SHRIMATI JAYAPRADA NAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) how much money was earmarked for safety-related measures during the last five years, year-wise, and whether the whole of the amount was not expended;

(b) if so, the reasons therefor; and

†Original notice of the Question received in Hindi.

(c) the steps taken to take all safety measures to check rail accidents taking place frequently?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH), (a) and (b) Allocation for safety is made under various plan heads which include upgradation of signalling & telecommunication infrastructure, track renewal, bridge works and Workshop modernisation. The expenditure made in these plan-heads in the last five years is as under:

(Rs. in cr.)

Year	Track Renewals			Bridge Works		
	Budget Estimate	Revised Estimate	Actual	Budget Estimate	Revised Estimate	Actual
1994-95	1270.05	1333.00	1448.12	92.92	93.02	74.82
1995-96	1428.00	1553.33	1546.06	162.13	119.84	89.28
1996-97	1438.17	1516.17	1596.52	84.00	86.53	81.09
1997-98	1680.00	1680.00	1805.22	88.70	88.85	74.97
1998-99	1960.00	1793.00	1802.90	103.70	82.73	67.59
				Workshops and Sheds		
				Signalling and Telecommunication		
1994-95	226.77	177.04	169.86	100.23	130.22	96.11
1995-96	275.73	227.90	208.90	139.80	99.11	91.63
1996-97	256.89	251.93	229.93	91.17	102.50	100.12
1997-98	201.40	221.75	251.74	87.53	102.98	113.85
1998-99	361.40	336.40	313.60	129.49	141.14	128.95

The reasons for funds not being fully utilised under plan heads Bridges, Signalling & Telecommunication and Workshops, inter alia, include non-availability of land; State Governments not able to take up work on approaches of Road Over/Under Bridge; contractual failures; poor response to tenders; non-availability of requisite material etc. Further, in 1998-99 a fall in internal generation of resources necessitated a cut in plan expenditure.

(c) The following major steps have been taken to prevent accidents:—

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
2. Modification of the signalling circuitry is being carried out to minimise chances of human errors in causing accidents.

3. Auxiliary warning system for giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central Railway on a trial basis.
5. Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and is likely to be completed by 31st March 2000.
6. There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
7. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.
8. For detecting rail fractures and weld failures 96 more double rail Ultra Sonic Flaw Detectors are being procured.
9. In addition to the above, 2 Self Propelled Ultra Sonic Rail Testing Cars are also being procured.
10. Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
11. To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
12. Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
13. Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
14. Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
15. Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.
16. Training facilities for drivers, guards and staff connected with trains operation have been modernised including use of simulators for training of drivers.
17. Refresher courses are regularly organised at specified intervals.
18. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.
19. Periodical safety drives are conducted to inculcate safety consciousness among the staff.