

Police (GRP). However, recently Railways have carried out joint special drives alongwith GRP against this menace. Steps like video shooting of areas adjacent to Railway track to detect miscreants have also been started. GRP have also arrested some of the miscreants and registered cases against them.

Time-Bound Policy for Promotions to Khalasis

1517. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Khalasis working as Waiter/Cahs Clerk/Kitchen Cook in various canteens of Parliament complex have not been provided any promotions since the last many years;

(b) if so, the reasons therefor;

(c) whether Government propose to adopt any time bound policy to provide promotion to Khalasis in their respective job specifications in the Parliament complex; and

(d) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) The Khalasis working in the Canteens of Parliament Complex are being given promotion to the same grade posts of Waiter/Bearer as status promotion, and to the higher grade posts, on option, either of Head Waiter/Head Bearer, Bill Issuer, Catering Supervisor or of Assistant Cook, Cook, Senior Cook and Master Cook, as per extant rules on the availability of vacancies.

(c) and (d) There is no system of time bound promotion in existence or proposed to be introduced in the Railways. The promotions depend, inter-alia on the availability of vacancies in higher grades and suitability of the employees.

Extension of Sabari Railway line upto Punaloor

1518. SHRI M.J. VARKEY MATTATHIL: Will the Minister of RAILWAYS be pleased to state whether the Sabari rail line is proposed to be extended upto Punaloor as twelve months traffic is available on this route; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): There is no proposal for extension of the proposed Sabari railway line upto Punaloor at present. The reasons thereof are constraint of resources.

Train Accidents in South Central Railway

1519. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents occurring in South-Central Railway during this year;

(b) whether the reasons for all these accidents have been identified; if so, the details thereof;

(c) whether it is a fact that most of these accidents took place in the Vijayawada Division only; and

(d) if so, the reasons therefor and the preventive steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) The number of accidents occurred in South Central Railway during April, 1998 to November, 1998 are 40 only.

(b) The reasons for all these accidents are given below:—

Failure of Railway Staff	- 29
Equipment failure	- 3
Other than Railway staff	- 6
Sabotage	- 2
Total	- 40

(c) Yes, Sir. There were 14 accidents on Vijayawada Division in this year out of which 11 were derailments and 3 were unmanned level crossing accidents.

(d) The accidents were due to human failure, equipment failure, sabotage and other miscellaneous factors.

Steps taken to bring down the incidence of train accidents on Indian Railways 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 breakage of axles, maintenance depots have been equipped with ultrasonic test-

ing 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) Steps 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) Refreshers 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.

Conversion of rail track between Palanpur and Samakhiali

1520. SHRI BANGARU LAXMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of India have received any proposal from Gujarat Government about conversion of rail track from Palanpur to Samakhiali into Broadgauge;

(b) if so, the details thereof; and

(c) the expenditure expected to be incurred on the proposal and by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE