

(b) whether Government have received any representation in this regard; and

(c) if so, what steps have been taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIR; AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) Yes, Sir.

(c) Works for provision of VIP Lounge, ladies and gents waiting rooms lighting in circulating area have already been taken up. Passenger Reservation System has been commissioned recently. Proposal for Augmentation of terminal facilities at Nagarcoil has been prepared and the same shall be considered for sanction subject to availability of funds and other relative priorities.

#### **Suggestion to Avert Rail Mishaps**

2302. SHRI VIJAY J. DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the report in the Hindustan Times dated 7th September, 1998 under the caption, "suggestions to avert rail mishaps ignored";

(b) if so, what is Government's reaction to the observations made therein and the facts of the matter;

(c) the details of action taken/proposed to be taken in this regard; and

(d) the details of measures taken to implement suggestions of RDSO and present states of the report?

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) to (c) Yes, Sir.

These suggestions have already been implemented on Indian Railways. Each suggestion to avert rail mishaps was discussed thereadbare with Shri G.P. Singh Ahluwalia on 7.12.1998. The status of the action taken of these suggestions is given here under:

I. As far as communication is concerned, walkie-talkiesets have been provided to drivers and guards of selected trains to ensure faster communication between them.

II. Flasher lights have already been provided on all diesel and electric locomotives on Indian Railways which is to be activated in case of any abnormality to pre-warn the drivers of the train approaching from other direction.

III. The kerosene/battery operated tail lamps were provided on the last vehicle of the train to ensure complete arrival of train during night. Unless presence of this lamp is ensured, next train cannot be admitted in block section. However, these kerosene/battery operated tail lamps are now being progressively replaced by LED based flashing tail lamps having better visibility.

IV. In addition to above, all guards and drivers have been provided with hand signal lamps and fog signals which can be used to combat emergencies.

V. The above points were informed and clarified to Shri G.P. Singh Ahluwalia. A letter to this effect has also been sent.

(d) RDSO, has standardized the specifications for train Actuated Warning Device. The equipment developed by 2-3 companies including Bharat Electronics are still under trial. A pilfer, proof, fail-safe, reliable model is yet to be successfully developed.

Accidents at unamanned level crossings are occurring due to negligence of road users. To contain this type of accidents, railways are taking following safety measures:

- (i) Exhibiting Road Sign Boards and providing rumble strips to intimate Road Users the presence of unmanned level crossing.
- (ii) Educative publicity campaign launched through T.V. Radio, Newspapers, public address system, distribution of pamphlets, displaying of posters at vulnerable locations.
- (iii) Provision of speed breakers and road signs at the approaches of unmanned level crossings by road authorities.
- (iv) Involvement of Village Panjhayats in their public awareness programmes.
- (v) Trial of train Actuated Warning Device of RDSO's specification is being undertaken at manned level crossing on Western Railway and Eastern Railway in co-ordination with RDSO.
- (vi) For the guidance of train drivers, Whistle Boards have been provided on all unmaned level crossing gates. Periodically drives are launched to counsel the train drivers to whistle while approaching the level crossings to pre-warn the road users.

#### **Emergency Siren Safety System for the Railways**

2303. SHRI V.N. GADGIL: Will the Minister of RAILWAYS be pleased to state;

(a) whether Emergency Siren Safety System was proposed in 1993 for all Railways; and

(b) if so, why the system has not been introduced so far?

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) Yes,

Sir. The Siren, known as Train Actuated Warning Device was proposed to be used to pre-warn the Road users while approaching an unmanned level crossing.

- (i) RDSO has standardized the specifications for Train Actuated Warning Device. The equipment developed by 2-3 companies including Bharat Electronics are still under trial. A pilfer-proof, failsafe reliable model is yet to be successfully developed.

(ii) Trial of Train Actuated Warning Device of RDSO's specification is being undertaken at manned Level Crossings on Western Railway and Eastern Railway in coordination with RDSO. Double Rail Line on Renugunta-Tirupati Section 2304. DR. MOHAN BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the poor plight of railway passengers commuting between Renugunta and Tirupati in Andhra Pradesh, due to availability of single line in the section;

(b) if so, whether any proposal to have double rail line on the Renugunta-Tirupati section is under consideration of Government; and

(c) if not, what proposals Government have to provide the much needed relief to passengers commuting on Renugunta-Tirupati section?

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) Yes, Sir.

(b) No, Sir. However, in order to increase the line capacity on Renigunta-Tirupati saturated section, splitting up of the block section by providing a 'C' class station at Tiruchenur is being planned.

(c) Does not arise.