

(ख) इन दुर्घटनाओं के परिणामस्वरूप 34 व्यक्तियों की जानें गईं और 62 व्यक्ति घायल हुए। रेल सम्पत्ति को लगभग 4 करोड़ रुपये की क्षति होने का अनुमान लगाया गया है।

(ग) किसी मुआवजे का भुगतान नहीं किया गया है। बहरहाल, अनुग्रह के रूप में 1,33,000 रुपये की राशि का भुगतान किया गया है।

(घ) इन दुर्घटनाओं के लिए जिम्मेदार मुख्य कारण नीचे दिये गये हैं:—

रेल कर्मचारियों की गलती	— 15
उपकरणों की खराबी	— 10
रेल कर्मचारियों से भिन्न	— 4
अन्य कारण	— 9

(ङ) दुर्घटनाएं कम करने के लिये किये गये कुछ उपाय इस प्रकार हैं:—

- मानवीय तत्व ही सहायता के लिये तकनीकी उपकरण लगाना।
- गतायु परिसम्पत्तियों विशेषकर रेलपथ, पुल और चल स्टॉक के नवीकरण और पुनःस्थापन पर निरंतर बल देना।
- कारखानों के उत्पादन की गुणवत्ता में सुधार करना।
- दूरसंचार गियरों, सवारी और माल डिब्बों तथा रेल इंजनों के अनुक्षण डिपुओं का गहन निरीक्षण करना।
- नाजुक संरक्षा कोटियों के कर्मचारियों तथा ड्राइवरों, गाड़ों, स्टेशन मास्टों आदि के कार्य-निष्पादन पर नजर रखना।
- परिचालन कोटियों में कर्मचारियों की मनोवैज्ञानिक जांच सहित गहन प्रशिक्षण देना।
- यात्री गाड़ियों में ज्वलनशील/विस्फोटक सामग्री ले जाने की अचानक जांच करना।
- बिना चौकीदार वाले समारों के पहुंच मांगों पर सीटी बोर्डों और गति अवरोधकों की व्यवस्था करना तथा सड़क उपयोगकर्ताओं और गाड़ी ड्राइवरों की दृष्टता में सुधार करना।
- समारों पर एहतियात बरते जाने के बारे में सड़क उपयोगकर्ताओं को शिक्षित करने के लिये दूरदर्शन और रेडियो सहित प्रचार माध्यमों के जरिये शैक्षणिक अभियान चलाना।

- मोटर वाहन अधिनियम के उपबंधों को लागू करने के लिये राज्य सरकारों के समन्वय से संयुक्त जांच करना।

Overcrowding on Platforms of Old Delhi Railway Station

3482. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of overcrowding on the platforms of Old Delhi Railway Station especially during peak hours of arrival/departure of trains;

(b) whether a number of persons are found sleeping on platforms with their luggage making it difficult for passengers to get in or come out from the trains; and

(c) if so, what action Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Due to usage of Old Delhi station by nearly 1.25 lakh persons per day and grouping of trains during morning and evening hours, there is overcrowding of platforms at the station during rush hours. Cases of persons sleeping on the platforms have also come to notice.

(c) The following steps have been taken to avoid overcrowding at Old Delhi station:—

(1) The entry gates are checked by ticket checking staff to prevent entry of unauthorised persons.

(2) Special Task Force Group checks the platforms regularly to apprehend the unauthorised persons.

(3) Public are advised and educated to visit railway platforms only when absolutely necessary. This is being done through regular announcements and advertisements in news papers and on Doordarshan.

(4) Platform Inspectors and other railway staff ensure that passengers luggage or squatting / sleeping passengers

do not block movement of other passengers.

Top priority to the Uni-gauge system

3483. SHRI PASUMPON THA. KIRUTTINAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have accorded top priority to the uni-gauge system;

(b) if so, the details thereof;

(c) the total distance of metre-gauge line in Southern Railway; and

(d) the names and the total distance of metre-gauge lines to be converted into broad-gauge line in Southern Railway during the year 1993-94 and those during the Eighth Five Year Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) An action plan to convert selected MG / NG lines has been taken up under which 6000 kms of such lines are proposed for conversion in the 8th Five Year Plan.

(c) 4,333 kms.

(d) (i) The following sections are proposed to be opened during 1993-94:—

1. Tipture-Arsikere	30 kms.
2. Mount St. Thomas-Tambram	10 kms.
3. Arsikere-Chikjajur	114 kms.
4. Chikjajur-Chitradurg	34 kms.
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	188 kms

(ii) The following lines are targetted for opening during the 8th Plan

including 1993-94 subject to availability of resources:—

1. Challekere-Chikjajur	69 kms.
2. Bangalore-Yelahanka-Hubli	511 kms.
3. Madras-Trichy	390 kms.
4. Madurai-Tuticorin	134 kms.

1104 kms

Constitution of Railway Recruitment Boards for Different Zones

3484. SHRI MENTAY PADMA-NABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) what is the procedure adopted in constituting Railway Recruitment Boards for different zones;

(b) whether any qualifications are fixed for the post of Chairman of the zonal Railway Recruitment Boards;

(c) if so, what are the details thereof;

(d) whether Government are aware that some zonal Railway Recruitment Boards are indulging in malpractices;

(e) if so, whether any enquiry has been conducted in the last three years; and

(f) what are the details of such enquiries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Chairmen and Member Secretaries are selected in consultation with the Union Public Service Commission and Assistant Secretaries from Group 'B' officers of the Railways.

(b) and (c) Serving or retired officers of the Central Government (including Railways) or State Governments, educationists, eminent lawyers, other persons of standing including former Members of Parliament between 45