

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) Some of the important steps taken to reduce accidents are:

- (i) induction of technical devices to aid the human element;
- (ii) monitoring the performance of staff of critical safety categories such as drivers, guards, station masters etc.;
- (iii) intensive training of staff in operational categories;
- (iv) intensive and frequent inspections of sensitive installations;
- (v) surprise checks against carriage of inflammable/explosive material in passenger trains; and
- (vi) provision of whistle boards/speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(b) and (c) Yes, Sir. While about 66% of the train accidents during the period January—June, 1992 on the South Central Railway are attributed to 'human failure', a couple of serious accidents involving a large number of casualties and injuries were caused by suspected sabotage by anti-social elements. Negligence of road users and equipment failure also caused some accidents. A thorough cause-wise analysis has been made of all the accidents and necessary follow-up action initiated on the Railway.

Conversion of M. G. into B. G. in the Country

88. SHRI MENTAY PADMANABHAM: Will the Minister of RAILWAYS be pleased to state:

(a) what are the proposals under Government's consideration for conversion of metre-gauge lines into broad gauge in the country;

(b) the mileage proposed for conversion;

(c) the mileage proposed for conversion in Andhra Pradesh; and

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(d) the lines earmarked for conversion in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) and (b) An action Plan for conversion of M. G./N.G. lines to B.G. has been drawn up. In the first phase about 11,000 kms. of such lines have been identified for conversion. Out of this 6,000 kms. are targetted for completion during the Eighth Plan.

(c) and (d) The lines earmarked for conversion in Andhra Pradesh & mileage is as under:—

	Kms.
1) Chickjajur-Bellary	39
2) Guntur-Guntakal-Kallaru & lifting of Kalluru-Dharmavaram	458 } 76 }
3) Secunderabad-Dronachalam & Secunderabad-Bolarum	331 } 104 }
4) Katpadi-Pakala Tirupati	1008

Conversion of Railway Lines

89. SHRI VITHALRAO MADHAV-RAO JADHAV:
SHRI SURINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to convert all MG and NG railway lines into BG within two years;

(b) what is the total amount required for the purpose and where the work is in progress;

(c) whether it is a fact that for the conversion of Aurangabad-Parbhani MG to BG project Rs. 50 crores have been provided for the year 1992-93 but the work has not been started; and

(d) by when the gauge conversion work is to be completed from Adilabad to Parbhani and Miraj-Latur-Latur Rd. NG to BG?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) A Statement is attached. (See below)

(c) Rs. 50 crores have been provided. Work is in progress, and the conversion from Aurangabad-Jalna and Parbhani-Parlivaijnath are targetted for completion during 92-93.

(d) Adilabad-Parbhani conversion is expected to be completed in 94-95. Miraj-Latur has been included in the action plan, and work on this project is expected to be taken up during the VIII Five Year Plan subject to availability of resources in the coming years.

Statement

Amount required for converting all M.G./N.G. lines would be about Rs. 15,000 crores. Some of the lines where conversion work is already in progress are as under :

1. Daund-Baramati
2. Sawai Madhopur-Jaipur
3. Jaipur-Phulera
4. Jodhpur-Phulera
5. Delhi-Rewari
6. Rewari-Jaipur
7. Chhapra-Aunrihar
8. Samastipur-Darbhanga
9. Burhwal-Sitapur
10. Muzaffarpur-Raxaul & Sagauli-Narkatiaganj
11. Allahabad-Varanasi
12. Mankapur-Katra
13. Guwahati-Lumding
14. Bangalore-Yalahanka
15. Bangalore-Hubli
16. Dindigul-Madras
17. Manmad-Parbhani-Parlivaijnath
18. Guntur-Guntakal
19. Secunderabad Dronachalam & Secunderabad-Bolarum
20. Katpadi-Pakala-Tirupati
21. Gondia-Chanda Fort
22. Nadiad-Kapadvanj
23. Kotkapura-Fazilka
24. Purulia-Kotshila
25. Lalgarh-Kolayat
26. Bikaner-Merta Road

Survey for Doubling the Railway Line

90. SHRI ARANGIL SREEDHARAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have undertaken a survey for doubling the railway line from Shornur to Mangalore ; and

(b) if so, when the survey began and by when it is likely to be completed ?

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

(b) The survey was included in the Budget for 1990-91 and is targetted for completion during 1992-93.

श्रमजीवी एक्सप्रेस में यात्री-सुविधायें

91. श्री सत्य प्रकाश मालवीय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली-पटना—नई दिल्ली के बीच चलने वाली श्रमजीवी एक्सप्रेस में रेल यात्रियों को भोजन, पानी, नाश्ता, चाय आदि की क्या-क्या सुविधायें प्राप्त हैं; और

(ख) क्या इस रेलगाड़ी में रसोई-यान सुविधा उपलब्ध है, यदि नहीं, तो यह सुविधा कब तक उपलब्ध करा दी जायेगी; यदि नहीं तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) इस गाड़ी के यात्रियों की खान-पान संबंधी आवश्यकताएं मार्गवर्ती स्थैतिक यूनिटों से पूरी की जाती हैं।

(ख) इस गाड़ी में पेट्री कार सेवा शुरू करने का विनिर्देश किया गया है। बहरहाल, कोई तिथि निश्चित नहीं की गई है।

दिवा और मुम्बरा रेलवे स्टेशनों के बीच हुई रेल दुर्घटना

92. डा० बापू कालदास : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे के दिवा और मुम्बरा स्टेशनों के बीच 15 मई, 1992 को एक रेल दुर्घटना हुई थी ;