

ment have taken or propose to take for removing the encroachment of Railway land by M/s. Pure Drinks Limited?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): No Railway land has been licensed to M/s. Pure Drinks (P) Ltd., New Delhi.

However, a plot of railway land was licensed to M/s. Oriental Building and Furnishing Company Pvt. Ltd. (of which M/s. Pure Drinks (P) Ltd. is a sister concern). The lease agreement with the Company was valid up to 31st December, 1972. The Northern Railway Administration served a notice on the Company on 15th July, 1972 for termination of the agreement with effect from 31-12-1972.

The Railway initiated proceedings on 10-7-1975 under the Public Premises (Eviction of Unauthorised Occupants) Act, 1971, before the Court of Estate Officer for eviction of the Party and recovery of railway's dues. While the case was being heard in the court of Estate Officer, Northern Railway, the Party filed a suit on 11-5-1977 in the Delhi High Court restraining Union of India from taking any further proceedings for eviction before the Estate Officer. The Court delivered the judgement on 24-4-81 directing that the dispute be referred to an arbitrator to be appointed by the General Manager, Northern Railway. The arbitrator was appointed by the General Manager, Northern Railway on July 20, 1981.

The Arbitrator made his award on 24th September, 1984 under which the firm is required to vacate the railway premises immediately and to pay dues of rent and interest thereon. Railway has moved an application on 9-11-1984 with the Delhi High Court for getting the award of the Arbitrator filed in the Court. Further legal action is in progress.

Railway accident near Gwalior

286. SHRIMATI RODA MISTRY:
SHRI SURESH KALMADI:
SHRIMATI KRISHNA
KAUL:
SHRI HARI SINGH
NALWA:

Will the Minister of RAILWAYS be pleased to state:

(a) the cause of the railway accident near Gwalior on the 6th January, 1985;

(b) how many casualties have since been reported;

(c) the steps taken by Government to provide relief to those affected; and

(d) the steps taken by Government in the matter of railway safety?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

(a) According to the preliminary findings of the Commissioner of Railway Safety, Western Circle, Bombay, who has enquired into the accident the collision of 15 Dn. Madras-New Delhi Grand Trunk Express with the parted portion of a goods train near Gwalior on 6-1-1985 was due to the failure of the station staff of Hetampur station to cheque complete arrival of the goods train before allowing the G.T. Express to enter the section.

(b) One military escort travelling on the parted portion of goods train left in the section lost his life and 27 train passengers sustained injuries including 5 grievous.

(c) *Ex-gratia* payments were made at the rate of Rs. 250 to those who sustained simple injuries and Rs. 750 each to those who sustained grievous injuries.

Prompt medical attention was also given to the injured persons by

Railway doctors who reached the accident site from Agra at 7.30 hrs. on 6-1-1985 with the Railway medical van. The injured were brought to Agra and 6 of them were admitted to the Medical College Hospital there for treatment.

(d) Some of the measures taken to prevent train accidents are:—

(1) raising the level of safety consciousness among the staff at all levels by intensive and meaningful inspections. A 10 point action plan for improving safety on Railways has been initiated recently;

(2) provision of more technological aids like track circuiting, automatic reversal of signals after passing of a train, etc. to supplement human vigilance, in a phased manner;

(3) stringent punitive action against the staff responsible for accident;

(4) installation of Auxiliary Warning System which first gives an audio-visual warning to a Driver and if he does not heed a signal at danger eventually brings the train to a stop;

(5) rehabilitation of rolling stock and track withn resources available; and

(6) progressive manning of unmanned level crossings where necessary and providing interlocking, lifting barriers, etc. at busy man level crossing gates.

दिल्ली परिवहन निगम में लाखों रुपए का गबन

287. श्री हुसमदेव नारायण यादव : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले तीन वर्षों के दौरान दिल्ली परिवहन निगम

द्वारा खरीदे गए सामान का कोई उपयुक्त हिसाब-किताब नहीं रखा गया है;

(ख) यदि उपर्युक्त भाग (क) का उत्तर "ना" हो तो, किस तारीख को स्टॉक का सत्यापन किया गया था तथा कितने मूल्य का सामान गायब पाया गया था ;

(ग) क्या यह भी सच है कि पुराने सामान का नया स्टॉक दिखा कर लाखों रुपए के घोटाले का मामला प्रकाश में आया है; और

(घ) यदि हां, तो इस संबंध में कितने व्यक्तियों के विरुद्ध कार्यवाही की गई है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जेड० आर० अंसारी) : (क) और (ख) दिल्ली परिवहन निगम में स्टॉक की जांच निरन्तर की जाती है और जैसा कि नियमों में प्रावधान है यह जांच वर्ष में कम से कम एक बार अवश्य की जाती है । वित्तीय वर्ष 1983-84 के दौरान लगभग 1.65 लाख रुपए के साज-सामान की चोरी के दो मामले पकड़े गये जिसके बारे में पुलिस को शिकायत कर दी गई ।

(ग) और (घ) जी, नहीं । प्रश्न नहीं उठता ।

Treatment of Cancer Patients

288. SHRI SATYA PRAKASH MALAVIYA:

SHRI VIRENDRA VERMA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any assessment of survey has been made by Government to find out the number of cancer patients who reported for treatment during the last two years various institution/hospitals in the country and how far the existing medical facilities/technology available is sufficient to treat cancer patients; and