

ultrasonic testing of rails, monitoring of track geometry by track recording cars, laying and maintenance of track by machines, measured shovel, packing, directed track maintenance etc. are some of these steps being taken to modernise the Railway track.

In order to ensure good condition of rolling stock for its optimum utilisation, preventive maintenance is in vogue on the Railways. The Rolling stock are regularly taken up for

periodical overhaul at prescribed intervals, at which time all parts and components are thoroughly checked and overhauled. Due to insufficient repair capacity, severe power cuts and inadequate supply of vital components/materials during the three years, 1977-78 to 1979-80, maintenance arrears have accumulated. With a concerted effort for increasing the maintenance capacity and also improved power supply, the Rolling Stock repair outturn from Workshops has now increased as under:

	Average monthly POH out-turn			
	Coaches		Wagons	
	BG	MG	BG	MG
1979-80	1887	1286	5378	2057
1980-81	1926	1310	5982	2153
1981-82	1952	1325	7455	2319

Action is also being taken to procure new rolling stock in replacement of overaged ones. During the Sixth Plan period it is proposed to procure about 50,000 wagons and 5000 coaches on replacement account.

(c) No, but policy is to increase the use of concrete sleepers, in preference to steel and cast iron sleepers on heavy density routes, while carrying out Track Renewals.

(d) During 1981-82, about 3.5 lakhs of concrete sleepers equivalent to about 225 Kms. of track were procured. In 1982-83, it is expected that 7 lakhs of concrete sleepers equivalent to about 450 kms. of track would be procured.

Headquarters of Western Railway

607. SHRI VITHALBHAI MOTI-RAM PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 90 per cent of the Western Railway is covering Gujarat and Rajasthan and a small part of Maharashtra; and

(b) if so, what are the reasons for keeping the headquarters of Western Railway in Bombay instead of in Ahmedabad or Ajmer?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLI-KARJUN): (a) Yes, it is a fact that a major portion of Western Railway passes through Gujarat and Rajasthan, but quite a bit of this Railway is located in four other States as well.

(b) The location of headquarters of a Railway is mainly determined on the basis of administrative and operational requirements, economic considerations and the needs of the users, and not on parochial basis. The question of shifting of the headquarters of Western Railway from Bombay has earlier also been examined a number of times but has not been found feasible on above criteria and also in view of the fact that it would result in dislocation of a very large number of staff, creating avoidable educational problems for their children. Apart from the above, this matter has become pretty con-

•roversial and representations have been received for and against this demand

Rial way accidents

608. SHRI SHRIDHAR WASUDEO
DHABK:

DR. BHA3 MAHAVIR-

SHRI SHIVA CHANDRA JHA:

WiR the Minister of RAILWAYS be pleased to state:

..(a) the number of accidents and train robberies which have taken place during the last three months;

(b) what are the details of loss of property and life in this regard; and

(c) what is the assessment gf the steps so far taken for prevention of accidents and robberies and whether any new directions are going to be issued in the light of experience?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) 203 train accidents and 27 train robberies (other than dacoities) occurred during the last <Kree months, namely, April to June, 1982V

(b) In these train accidents 67 persons were killed and the cost of damage to railway property so far estimated amounts to approximately Rs. 119.1 lakhs.' Loss suffered by passengers in train robberies is not available.

(c) Steps taken for prevention of aipcident have started yielding results inasmuch as incidence of train accidents during April to June, 1982 was less .than that during t}ie corresponding perJ.dd of the last year. Instructions have ,been issued for pursuing the safety, measures in all sphere and at all levels to eliminate train accidents.

Sine* prevention of robberies in trains la a state subject, the attention of the conc&rned State authorities is constantly drawn to it at various

levels. Even the Minister of Railways has also been drawing the attention of the Chief Ministers of U.P., Bihar, West Bengal and Msdhya Pradesh and Maharashtra towards the need for improving security measures on the railways so that better security snd safety could be ensured to passengers.

Introduction of new super fast train

* 000. SHRI SHRIDHAR WASUDEO
DHABK:

DR. BHAI SIAHAVIR:

Will the .Minister of RAILWAYS be pleased to state:

(a) the number of Super Fast trains which have been introduced during the last three months on different routes;

(b). how many of them are newly introduced and how many cf them by renaming the existing trains as Super Fast Trains: and

(c) what is the total revenue expected this* year by naming the trains as Super Fast?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c) During the last three months, 14 pairs of trains have been designated as "Super Fast Twirts" for the purpose of levy of supplementary charge, which includes a newly introduced train. 12 pairs of these trains have since been deleted from the list. No separate statistics of earnings on this account is maintained.

Iprovement in punctuality of trains

610. PROF. SOURENDRA BHATTACHARJEE :

SHRI LADLI MOHAN
NIGAM :

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the regular delay in the running of mail and express trains even after the increase of the running time and