

(c) what were the rates at which the bamboos were controlled in the States where this control was imposed?]

उद्योग मंत्री (श्री डी० संजीवया) :
(क) से (ग) यह विषय राज्य सरकारों से संबंध रखता है। भारत सरकार को बांसों पर कंट्रोल के बारे में कोई भी जानकारी नहीं है।

[THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) to (c) The subject matter is the concern of the State Governments. The Government of India have no information in regard to control on bamboos]

NEW COUPLING SYSTEM

353. SHRI SURJIT SINGH ATWAL: Will the Minister of RAILWAYS be pleased to state when Government propose to introduce new coupling system which will enable connection and disconnection of box wagons in intermediary position?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): There is no proposal to introduce a new coupling system. The present arrangements for the coupling and uncoupling of box wagons in intermediate positions are satisfactory.

PERSONS KILLED ON RAILWAY TRACK IN DELHI

354. SHRI RAM SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons killed on the railway track during the last two years in the Union Territory of Delhi;

(b) the number of those who were killed within the jurisdiction of the railway stations; and

(c) the steps taken to prevent such deaths?

[] English translation.

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THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) 204 which includes 47 suicide cases.

(b) 62 which includes 6 suicide cases.

(c) The following preventive measures already exist on the stations:—

(i) at various spots caution boards have been provided;

(ii) at places, frequented by the trespassers, tie-bar fencings and foot-over bridges have been provided;

(iii) frequent announcements over microphones requesting public to use foot-over bridges for crossing from one platform to another are made at Delhi and New Delhi stations; and

(iv) 500 persons were arrested during 1965 under section 122 of the Indian Railways Act in order to discourage trespassing.

PANEL FOR PROMOTION AS SECTION OFFICERS IN RAILWAY BOARD

355. SHRI M. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to refer to the answer given to Unstarred Question No. 57 in the Rajya Sabha on the 17th February, 1966 and state:

(a) how many of the 30 candidates of the panel for promotion as Section Officers in the Railway Boards, have since been absorbed;

(b) the particulars of the persons from whom representations have been received for the formation of additional panel of 20 besides that of 30 already formed and the reasons for which they were not included in the original panel if they were qualified for inclusion; and

(c) whether it is a fact that most of the persons who have applied for the additional panel, are attached to high officers in the Railway Board?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) All the 30 candidates recommended by the Union Public Service Commission on the basis of the limited competitive examination have since been promoted as Section Officers.

(b) The staff who have represented that a panel of about 20 candidates should be drawn up in addition to the 30 candidates recommended by the Union Public Service Commission are all Assistants and Stenographers of the Railway Board who had appeared in the examination and who had secured more than 66.6 per cent of the marks in the aggregate. They could not find a place in the select list of 30 in view of the fact that the selection was on competitive basis.

(c) No.

गुजरात मेल का दुर्घटनाग्रस्त होना

356. श्री राम सहाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) फरवरी, 1966 में गुजरात मेल के दुर्घटनाग्रस्त होने का मूल कारण क्या था;

(ख) किन-किन व्यक्तियों की गलतियों से यह दुर्घटना हुई; और

(ग) इस दुर्घटना के परिणामस्वरूप धन-जन की कितनी हानि हुई ?

†[GUJARAT MAIL ACCIDENT

356. SHRI RAM SAHAI: Will the Minister of RAILWAYS be pleased to state:

(a) what was the primary cause of the accident in which the Gujarat Mail was involved in February, 1966;

(b) who were the persons whose lapses caused the accident; and

(c) what was the extent of loss of life and property as a result of this accident?

रेल मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) और (ख) बम्बई स्थित रेल संरक्षा के अपर आयुक्त ने इस दुर्घटना की सांवाधिक जांच की। अभी तक उन्होंने अपनी रिपोर्ट अन्तिम रूप से तैयार नहीं की है।

(ग) इस दुर्घटना में पांच व्यक्ति मारे गये। रेल सम्पत्ति को लगभग 3,20,000 रुपये की हानि का अनुमान है।

† [THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b) The Additional Commissioner of Railway Safety, Bombay, held a statutory enquiry into this accident. He has not finalised his report as yet.

(c) In this accident five persons were killed. The cost of damage to railway property was estimated at approximately Rs. 3,20,000.

TRANSPORT SYSTEM FOR INTEGRATED DEVELOPMENT OF DANDAKARANYA REGION

357. SHRI RAM SAHAI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 88 in the Rajya Sabha on the 17th February, 1966 and give the details of the various alternative transport systems that are under consideration of the Government in regard to the integrated development of Dandakaranyaya region ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): The various alternative rail links under consideration for the integrated development of the Dandakaranyaya region are:—

- (i) Bhadrachalam Road-Dantewara;
- (ii) Bhadrachalam Road-Kovvur; and
- (iii) Ambaguda-Lanjigarh Road.

REINFORCEMENT IN BHILAI STEEL PROJECT

358. { SHRI P. K. KUMARAN:
SHRI RAM SINGH:

Will the Minister of IRON AND STEEL be pleased to state:

(a) the total number of workers engaged in construction work at Bhilai Steel Project at present;