

2012-13, the total number of consequential derailments were 80, 55 and 49, respectively. Out of these, derailments on account of rail fracture during 2010-11, 2011-12 and 2012-13 were 7, 11 and 12, respectively.

(c) and (d) No, Sir. Railway is effectively tackling the problem of rail/weld fractures. For controlling the weld fractures, Alumino Thermic welding is being minimized and more and more flash butt welding is being done. Many improvements in Alumino Thermic welding have already been done like compressed air petrol preheating and three piece moulds. For controlling the rail fractures, continuous improvements in chemistry of rails are being done.

#### **Railway Out Agencies**

4163. SHRI G.N. RATANPURI:

SHRI K.C. TYAGI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of Railway Out Agencies handling railway cargo and goods in Jammu and Kashmir and North-Eastern States;

(b) the mode of hiring/selecting such Agencies and the terms and conditions on which they are hired/selected, Agency-wise and year-wise;

(c) the duration for which and the dates since when each such Agency is hired/selected; and

(d) the dates when such selection/hiring was last made and the future selection/hiring/commissioning of Railway Out Agencies is expected?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) There is one Railway Out Agency in the State of Jammu and Kashmir at Srinagar awarded to M/s N.D. Radha Kishan and Co. in the year 1919 by Northern Railway for Parcel and goods traffic. There is no out agency for handling railway cargo and goods in North Eastern region.

(b) Appointment of Out Agencies is done in a transparent manner following due procedure laid down from time to time.

(c) The contracts for Out Agency are not being awarded for an indefinite period. The usual limit is 3 to 5 years with a clause for termination in the event

of unsatisfactory service and subject to renewal at the option of the Railway. Fresh tender should not ordinarily be called for as long as the working of the existing contractors is satisfactory and no increase in rates is sought for.

(d) The Out Agency at Srinagar was awarded to M/s N.D. Radha Kishan and Co. during the year 1919 which was renewed from time to time and current renewal is valid till 10.01.2015.

**Awareness regarding railway signaling system**

4164. SHRIMATI T. RATNA BAI:

SHRI MOHD. ALI KHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is creating awareness regarding the railway signaling system among the railway employees; and

(b) if so, the details thereof and if not, the steps that would be taken in this direction to prevent accidents in future?

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

(b) Train Operation and maintenance staff such as Signaling, Traffic and Loco pilots/Motormen are being regularly trained regarding railway signaling systems at various Centralized Training Institutes/Zonal Training Schools/Training Centers of Indian Railways. This is an on-going process for creating awareness of railway signaling system among the train operation and maintenance staff.

Staff is also counseled and educated, for adopting Safety measures to prevent rail accidents, during inspections/visits of higher railway officials.

Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken to prevent accidents and to enhance safety.

Safety systems devices being introduced to prevent train accidents include provision of Anti-Collision Device (ACD), Train Collision Avoidance System (TACS), Train Protection and Warning System (TPWS), Block Proving Axle Counters (BPAC), Vigilance Control Device (VCD), Interlocking of Level Crossings etc.