

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (c) Railways are engaged in a continuous exercise to protect Railway land/property by providing boundary walls, fencing, tree plantation, etc. Temporary occupation of land by hawkers, cattle owners & temporary huts etc, are removed from time to time. For other encroachments, action is taken under Railway Act and Public Premises (Eviction of Unauthorized Occupants) Act, 1971, for eviction, with the help of State authorities. The land records are maintained by designated Railway Officials & validated at regular intervals.

Rescheduling Dehradun-Bandra Express train

†2300. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) the minimum, the maximum and the average speed of Express trains in the country;

(b) whether it is a fact that Dehradun-Bandra Express approximately takes 10 hours 45 minutes for covering a distance of around 275 kilometres from Dehradun to Nizamuddin i.e. it runs at a speed of 26-27 kilometres per hour;

(c) whether its running time would be rescheduled to bring it at par with national average; and

(d) if so, by when, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) There is no specified minimum and maximum average speed of express trains in the country. The details of average speed of trains including halts (Kilometre per hour) for the year 2011-12 are given below:

Type of Train	Broad Gauge	Metre Gauge
Mail/Express	50.30	30.20

However, the minimum average speed of superfast trains is 55 Kilometre per hour (KMPH) on Broad Gauge and 45 KMPH on Metre Gauge on end to end basis.

†Original notice of the question was received in Hindi.

(b) No, Sir. The end to end avefage speed of 19020 Dehradun-Bandra Express is 40.29 KMPH. However, the average speed of the same train from Dehradun to Nizamuddin is 29.64 KMPH as it takes 10:40 Hours for covering a distance of 316 Km from Dehradun to Nizamuddin.

(c) and (d) No, Sir. Speeding up of trains is a constant endeavor and continuous process on Indian Railways and is dependent on constant optimization of the investments made by Railways in modernization of technology, high powered locos, modern coaches - Linke Holfmann Busch (LHB), air brakes, Center Buffer Coupler (CBC) and better tracks. Upon the segregation of Passenger and Freight traffic, it would be feasible to speed up passenger train services further.

Accident compensation claims

2301. SHRI AMBETH RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the pending railway accident compensation claims, till date, zone-wise;

(b) the details of the persons belonging to SC/ST who have filed claims before the tribunal; and

(c) the details of persons belonging to SC/ST to whom payment of decree amount has been made so far in 2013?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) The compensation to the victims of Train Accidents, as defined under Section 124 of the Railways Act, 1989, is paid by the Railways after a claim filed by the claimant in the Railway Claims Tribunal (which is a quasi-judicial body independent from the Railway) is decreed by the Tribunal in favour of the claimant. The details of the pending railway accidents compensation claims till date, zone-wise is as under:

Zonal Railway	Number of Railway Accident Compensation claims pending	
	Death	Injury
1	2	3
Central	1	8
Eastern	14	53
East Central	6	15