

(e) the steps being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Yes, Sir.

(b) There were 411 Group 'A'/Jr. Scale vacancies in eight organised services of Indian Railways under promotion quota corresponding to 412 vacancies under direct recruitment quota in each of the last four vacancy years, viz. 2008-09, 2009-10, 2010-11 & 2011-12. 1522 Group 'B' officers were promoted during this period.

(c) Yes, Sir.

(d) and (e) Do not arise.

Termination of Rockfort Express at Tiruchirapalli

2320. SHRI MANI SHANKAR AIYAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rockfort Express, running between Chennai and Kumbakonam, is going to be terminated at Tiruchirappalli with effect from 29 August 2013;

(b) whether representations have been received by the Ministry from Members of Parliament and the travelling public to continue this service upto Kumbakonam; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Yes, Sir. The Rockfort Express, running between Chennai and Kumbakonam, is going to be terminated at Tiruchirappalli with effect from 1st September 2013.

(b) Representations regarding trains operations are received at various level of Railway, a compendium of which is not maintained. Representation from the Hon'ble Member of Parliament has been received for running of Rockfort Express upto Kumbakonam.

(c) In the Metre Gauge (MG) era, Rockfort Express used to run between Chennai Egmore and Tiruchchirappalli. The service was extended to Kumbakonam to provide connectivity to Thanjavur/Kumbakonam as the direct Broad Gauge (BG)

connectivity to Chennai was not available due to gauge conversion work on Villupuram-Kumbakonam section. To meet the demand of passengers for running Rockfort Express between Chennai and Tiruchirappalli, the train will revert to be terminated at Tiruchirappalli and in lieu a new direct service between Chennai and Thanjavur via Villupuram, Mayiladuturai, Kumbakonam has been announced in the Railway Budget 2013-14.

Late running of trains

†2321. SHRI BRIJLAL KHABRI: Will the Minister of RAILWAYS be pleased to state:

- (a) the reasons for trains running late in the country;
- (b) the number of trains running late everyday;
- (c) the steps taken/being taken by Government to run trains on time;
- (d) whether Government has ever contemplated upon the hardships faced by passengers on trains running late; and
- (e) if so, the Government's reaction thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) The reasons for which trains run late are miscreant activities, alarm chain pulling, dislocations due to accidents, natural calamities such as cyclonic storms, damage to track due to breaches, speed restrictions imposed due to law and order problems, agitations, bad weather, cattle run over, electricity grid failures, equipment failures, rescheduling of trains due to late arrival of incoming link rakes etc.

(b) (i) On an average 255 Mail and Express trains ran late out of the 1474 Mail/Express trains run per day on terminating basis in the current financial year till July 2013.

(ii) On an average 804 Passenger trains ran late out of the 3370 Passenger trains run per day on terminating basis in the current financial year till July 2013.

(c) The following steps are taken for running trains on time:

- (i) Monitoring of running of trains at Board, Zonal and Divisional

†Original notice of the question was received in Hindi.