

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKHTAR ABBAS NAQVI): (a) No Sir. The average number of sittings from the years 2004 to 2014 is 68 in respect of Lok Sabha and 67 for Rajya Sabha; whereas in the year 2015, there were 72 Sittings of Lok Sabha and 69 Sittings of Rajya Sabha. In the year 2016, there were 70 Sittings of Lok Sabha and 72 Sittings of Rajya Sabha.

(b) The question does not arise.

#### **Railway line and other development projects in Jharkhand**

1861. SHRI MAHESH PODDAR: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria Railways adopt for its expansion in a State and whether Jharkhand fits into the same;

(b) whether Jharkhand generates highest revenue in proportion to the length of the railway line; and

(c) if so, whether, in view of high revenue generation from Jharkhand, Railways intend to give preference to it in various railway line and other developmental projects, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Railways do not adopt any criteria for its expansion State-wise. Expansion plan is usually based on operational requirement, technical feasibility, commercial justification and fund availability.

(b) and (c) No State-wise revenue data is compiled on Indian Railways. Development of Railways on South Eastern and East Central Railways serving the State of Jharkhand has been accorded due priority within the constraint of resources.

#### **Sabotaging of railway tracks by terrorists**

1862. SHRI RAM KUMAR KASHYAP: Will the Minister of RAILWAYS be pleased to state:

(a) whether terrorists have sabotaged railway tracks and carried out explosions to derail trains, if so, the details thereof;

(b) whether Government has ascertained the reasons for derailment of a train near Kanpur in Uttar Pradesh recently, if so, the details thereof;

(c) whether teams from Japan, South Korea and Italy have visited the site of derailment and if so, the details of their findings; and

- (d) the measures taken to prevent train mishaps due to fractured tracks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Two train accidents/derailments, in which sabotage is suspected, have been registered by Government Railway Police/National Investigation Agency in the year 2016.

(b) Statutory inquiries into the accidents of Train No. 19321 Indore-Rajendra Nagar Terminal (Patna Express) on 20.11.2016 between Pokhrayan and Malasa stations on Jhansi-Kanpur section of North Central Railway and Train No. 12987 Sealdah-Ajmer Express at Rura station on 28.12.2016 on Allahabad-Kanpur section of Allahabad Division of North Central Railway have been ordered to be conducted to determine the causes of the accidents by the Commissioner of Railway Safety (CRS), Eastern Circle, Kolkata and the Commissioner of Railway Safety (CRS), Northern Circle, New Delhi respectively under the Ministry of Civil Aviation.

(c) Team from only South Korea visited the Rura site of derailment near Kanpur on 17.01.2017 and its report is awaited.

- (d) Measures to prevent train mishaps due to fractured tracks are as under:—

- (i) The systematic maintenance of track is done as per system laid down in Indian Railway Permanent Way Manual utilising the track machines and available man power.
- (ii) Ultrasonic Flaw Detection (USFD) technology is being extensively used in Indian Railways to detect flaws in service rails and weld and remedial steps taken accordingly.
- (iii) Cold weather patrolling of the railway track is done as per provisions of Manual of Instructions on Long Welded Rails to look out for weld/rail fractures for ensuring safety.

#### **Conduct of apprenticeship by Railways**

†1863. SHRI VISHAMBHAR PRASAD NISHAD:

SHRIMATI CHHAYA VERMA:

CH. SUKHRAM SINGH YADAV:

Will the Minister of RAILWAYS be pleased to state:

---

†Original notice of the question was received in Hindi.