

**Compensation Claims about Victims of Railway Accidents**

2618. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government received claims of compensation from the dependents of the victims of the Railway accidents during the last three months;

(b) if so, the total number of claims received in respect of the persons killed and injured in various accidents;

(c) total number of claims settled so far; and

(d) the reasons for the delay in settling all the claims?

THE MINISTER FOR RAILWAYS (PROF. MADHU DANDAVATE):  
(a) Yes.

(b) The total number of claims received so far from the dependents of the passengers killed, and from the passengers injured in train accidents during the last three months from March to May, 1977 is seventy three.

(c) Nil.

(d) The claims can be preferred within a period of 3 months from the date of accident to the Ad-hoc Claims Commissioners/Ex-officio Claims Commissioners. On the basis of the verdict given by the court of the Claims Commissioners, payments are arranged by the Railway Administration.

**Survey for Passenger Traffic on Trivandrum-Mangalore and Bombay-Cochin Routes**

2619. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any survey of passenger traffic

between Trivandrum-Mangalore and Bombay-Cochin, in the last three years;

(b) if so, the salient features of the survey; and

(c) the steps taken to improve the traffic facilities in these sectors?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):  
(a) to (c). A periodical census of occupation of non-suburban passenger carrying trains is conducted twice a year. In addition to 9 daily through coaches by 11/12 and 13/14 Express trains, 81/82 Bombay-Ernakulam/Mangalore Jayanti Janata Express has been introduced from 26th January, 1976 and its frequency increased from weekly to bi-weekly from 21st June, 1976 for Cochin-Bombay Passengers. After opening of Trivandrum-Ernakulam broad-gauge line, 29/30 Mangalore Ernakulam-Malabar Express and 47/48 Cannanore-Cochin Express have been extended to run to and from Trivandrum. Analysis of traffic offering on stations on Trivandrum-Ernakulam section to stations on Shoranur-Mangalore and for Raichur-Bombay V.T. and stations via Bombay, during February to April, 1977 has shown that these facilities are by and large adequate. Augmentation of passenger services on these sections will be kept in view.

**Running of Free Trains for Railway-men's Mazdoor Conference**

2620. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some special trains were run free to carry the workers for attending Railway-men's Mazdoor Conference on 2nd June, 1977 convened by the Union Railway Minister during his recent visit to Madras for election propaganda;

(b) whether it is also a fact that diesel engines intended for goods trains were diverted for these workers' special trains on 2nd June, 1977; end

(c) if so, whether it is the policy of the Government to permit all Railway employees to have special free trains for attending their Conferences?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):**

(a) Five pairs of special trains were run to and from Madras for clearance of delegates attending a trade union conference convened by the Southern Railway Mazdoor Union at Madras on 2nd June, 1977.

(b) Since the number of coaches on these specials were as many as 18, which could not be hauled by steam locomotives, diesel engines were utilized.

(c). No. It is however, the practice on the railways that whenever there is an extra rush of traffic which cannot be cleared by normal train services and even by attaching additional bogies to regular trains, special trains are arranged at railways convenience to clear the rush of passengers.

#### **Employment of Persons to look after Unmanned Gates**

2621. **SHRI K. RAMAMURTHY:** Will the Minister of RAILWAYS be pleased to state:

(a) the total number of unmanned gates in Indian Railways; and

(b) whether Government propose to employ some people to look after the unmanned gates on a consolidated pay in order to provide rural employment and to avoid railway accidents at such gates?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):**

(a) As on 31st March, 1976, there were 22,449 unmanned level crossings on the Indian Railways.

(b) The Railways undertake periodical census of road and rail traffic at unmanned level crossings to review the need for their manning, taking into account various factors such as density of traffic, visibility, accident proneness, etc. Based on such reviews, a certain number of level crossings is manned every year in consultation with the State Governments. During the five years from 1971-72 to 1975-76, 234 level crossings were manned.

In the interest of safety, gatemen employed for manning level crossings are required to possess some knowledge and experience of using signals, train working, action to be taken in the case of emergency and so on. They are also required to be medically fit as per norms laid down by the Railways.

It would thus be appreciated that employing people without proper training and knowledge of railway working will neither improve matters nor help in reducing accidents at the unmanned level crossings. Moreover, it would be extremely difficult to exercise necessary control to ensure that such people perform their duties effectively.

There is therefore, no proposal to employ people to look after unmanned gates on a consolidated pay in order to provide rural employment and to avoid railway accidents.

#### **Casual Labourers in Darjeeling-Himalayan Railway**

2622. **SHRI K. B. CHETTRI:** Will the Minister of RAILWAYS be pleased to state:

(a) the total number of casual labourers employed year-wise during