

Train accident

2790. SHRI B. C. PATTANAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 322-DN Nagpur-Tatanagar passenger train met with an accident in the month of November, 1981 between Souna and Lotapachar Station under the Chakradhar Pur-Rourkela station of S.E. Railway;

(b) if so, what were the causes of the accident;

(c) what is the total number of persons who sustained injuries due to the accident; and

(d) what steps are proposed to be taken by Government to prevent such accidents?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Presumably, the reference is to the derailment of 322 Down Nagpur-Tatanagar Passenger train between Souna and Lotapachar stations on 27-11-81.

(b) The Commissioner of Railway Safety, Calcutta, has held a statutory inquiry into this accident. His report is awaited.

(c) In this accident, 1 person sustained grievous injuries and 19 simple injuries.

(d) As the failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the railways are engaged in a renewed campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in Carriage and Wagon Depots have

been intensified. Greater attention is being paid to the proper maintenance of track. In order to reduce dependence on human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting etc. are being introduced progressively.

Diesel and electric locomotives have been provided with flasher lights. In case of an accident to a train, these flasher lights are switched on to warn the driver of other approaching trains to stop. This avoids the chances of a train running into the derailed vehicles of another train. Breathlyser test has also been introduced so that the staff do not come on duty in a state of intoxication.

In order to see that operations and maintenance of rolling stock and Permanent Way are placed on a sound footing, a special safety team from the Railway Board is going round the Railways, where it is examining the adherence to safety provisions in day to day working. Similar teams have been formed on the Railways to make inspections in greater detail and report to the General Managers so that immediate corrective action is taken.

Lack of facilities at New Bongaigaon Railway Station

2791. SHRI RATAN TAMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to the absence of overhead water tanks on waiting room and Refreshment room of New Bongaigaon Railway Station in Assam, passengers have been facing a lot of trouble;

(b) if so, what action is being taken by Government in this regard;

(c) whether Government are also aware of fact that due to unsuitable location of Enquiry, Reservation and Booking Office passengers have to reach

this office after crossing two level crossings; and

(d) if so, what action is being taken for the construction of a separate office for Reservation, Booking and Enquiry at a suitable place ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. A combined overhead tank for the entire station area has been giving adequate service.

(b) Does not arise.

(c) Enquiry, Reservation and booking office are attached to main station building which is necessary for operational reasons. It is however necessary to cross the two level crossings for reaching the same from old Bongaigaon side. No difficulty is being experienced by the passengers.

(d) There is no proposal for the construction of a separate office for Reservation, Booking and Enquiry for the present.

Sarvodaya Express between Delhi and Ahmedabad

2792. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the average of passengers in Sarvodaya Express running between Delhi-Ahmedabad since its introduction;

(b) what is the average number of passengers in the trains throughout India during 1980 and 81;

(c) whether it is a fact that a number of demands and representations have been made from time-to-time from various quarters to make the Sarvodaya Express a daily train;

(d) if so, what are the details of such representations during 1980 and 1981;

(e) whether Government propose to make it a daily train; and

(f) if so, when and if the answer to part (e) above be in the negative what are the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Train-wise statistics are not maintained.

(b) The average number of passengers per train was 692 on the BG and 513 on the MG during 1979-80 and 729 on the BG and 523 on the MG during 1980-81.

(c) to (f) There have been a number of representations from various quarters from time to time for increasing the frequency of 181/182 Sarvodaya Express. This has, however, not been found possible due to lack of resources like coaches, locomotives line capacity enroute and terminal facilities in Delhi area.

Construction of Bhavanagar-Tarapur Broad Gauge Line

2793. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that survey for the construction of Bhavanagar-Tarapur broadgauge line has been made; and

(b) if so, what are the details thereof and by when the construction work of this line is likely to be started ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS, EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) yes.