

dents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways. In these accidents, one railway staff, 4 passengers and 17 road users lost their lives. The cost of damage to railway property has been estimated at approximately Rs. 40,83,282.

(b) Inquiries into most of these accidents have not yet been finalised as these accidents have occurred recently.]

Introduction of Diesel Train from Jabalpur to Nagpur

*321. SHRI BISHAMBHAR NATH PANDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to the absence of direct fast trains, passengers going from Jabalpur to Nagpur via Chhindwara have to face great hardship with the result that most of the travelling public is compelled to take to road transport;

(b) whether an estimate of the financial loss thus suffered by the Railways has been prepared; if so, what is the average loss in a year; and

(c) whether Government propose to introduce a direct diesel run fast train from Jabalpur to Nagpur via Chhindwara to provide relief to the travelling public?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE):

(a) and (b) No Sir, $\frac{1}{2}$ Jabalpur-Gondia (Narrow Gauge) Satpura Express provides connection with $\frac{1}{2}$ (Broad Gauge) Bombay-Howrah Mail at Gondia providing a very fast service between Jabalpur and Nagpur. For the passengers on Nainpur-Chhindwara-Nagpur section 2 pairs of trains including one pair providing an overnight service is already available.

(c) No, Sir

Classless Trains

*322. SHRIMATI LAKSHMI KUMARI CHUNDAWAT; SHRI SAWAI SINGH SISODIA:

Will the Minister of RAILWAYS be pleased to state by when and on which route the first classless train is likely to be introduced?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE): The first train to be introduced before the end of this month with only Second Class accommodation and improved amenities will be the fast intercity train between Madras Egmore and Madurai to be named as Vaigai Express.

Retrenchment of Labourers

*323. SHRI PHANINDRA NATH HANSDA; SHRI BHAIYA RAM MUNDA; SHRI BHAIYAB CHANDRA MAHANTI; SHRI BRAHMANANDA PANDA:

Will the Minister of RAILWAYS be pleased to state whether it is a fact that recently nearly one hundred labourers who were working for the last ten years or more in the Bhadrak-Kapilas Road and Cuttack-Paradip doubling projects have been retrenched; if so, what are the reasons there for?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE):

On completion of the Cuttack-Paradip New Line Project, 900 casual labour have become surplus. Their retrenchment has become unavoidable, but this is being done in a phased manner to enable as many as possible to get absorbed elsewhere. 100 men were discharged on 1-6-1977 and another 100 on 4-7-1977. The discharged men are encouraged to join a Labour Cooperative Society which has been awarded a contract on the nearby Jakhapura-Daitari construction project in the State of Orissa.