

(d) and (e). Out of 4194 train accidents which occurred from 1-4-1973 to 31-1-1978, 2343 accidents were due to failure of railway staff. 3152 staff have so far been punished as under:—

Particulars of punishments awarded	Number of Railway staff punished
(i) Dismissal/Removal from service	166
(ii) Compulsory retirement	25
(iii) With-holding of gratuity	9
(iv) With-holding of promotions	7
(v) Reversion to lower grade or in the same grade	546
(vi) With-holding of increments for varying periods	1,918
(vii) Stoppage of passes/P.T.Os.	188
(viii) Censured/Warned	293

#### Representation from People of Orissa for Railway Amenities

1028. SHRI PADMACHARAN SOM-ANTASINHERA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1817 on 29th November 1977 regarding representation from people of Orissa and state:

(a) whether the representations regarding 21 demands are under detailed examination; and

(b) out of these demands on which demands work has begun and when the work on the other demands will begin and what amounts has been/will be provided for these?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A Statement is attached.

3724 L.S.—5

#### Statement

The position in respect of various demands made in the representations are as given below:—

##### 1. Jakhapura-Banspani rail Link.

The Project has been approved and the construction work is under progress. Provision of Rupees One Crore has been made in the Budget for 1978-79.

##### 2. Conversion of Rupsa-Bangripasi Narrow Gauge Section to Broad Gauge and its extension.

Consultations are being held with the State Government to examine the Scheme.

##### 3. Establishment of a Coach repairing shop at Mancheswar near Bhubaneswar.

The work is likely to be taken up during 1978-79, Provision of Rs. 43 lacs has been made in the Budget.

##### 4. Introduction of centralised traffic control between Nergundi and Barang Section of Howrah-Madras main lines

This will be considered when the traffic level goes up considerably.

##### 5. Survey of new Railway lines

The Survey of the Talcher-Sambalpur rail line Project has been included in the Railway Budget for the current financial year. Provision of Rs. 6 lacs has been made in 1978-79.

The Koraput to Salur/Parvatipuram Railway line Project will be examined by a Survey Team already set up for the purpose and provision of Rs. 7 lacs has been made in 1978-79. There is no proposal for Rayagada-Gunupur-Berhampur link.

##### 6. Improvement of Naupada-Parlak-hemundi-Gunupur Narrow Gauge line—its conversion to Broad Gauge

and extension to Bissam Cuttack/Rayagada.

This Scheme is not proposed to be taken up at present due to paucity of funds.

7. *Introduction of new Express train between Puri/Bhubaneswar to New Delhi via Kharagpur/Adra/Asansol/Varanasi/Mughalsarai.*

This cannot be accepted due to various operational constraints.

8. *Introduction of a Fast Express train through Passenger Coach Service between Puri/Bhubaneswar and Bombay.*

A proposal for the introduction of a fast overnight train between Bhubaneswar-Khurda Road and Secunderabad providing onward connection towards Bombay is under consideration.

9. *Additional Passenger Halts on Cuttack-Paradeep line.*

Railway Administration can consider opening of 4 additional passenger halts on this Section provided the earthwork is got done by the State Government on "Shramdan" basis.

10. *Remodelling of Cuttack Station*

Improvement works for provision of passenger shelters and foot over-bridge are in progress. In addition, provision of dormatory type retiring room, water cooler and Fruit Stall have been included in 1978-79 Works Programme.

11. *Passenger amenities at other Stations.*

Requisite facilities e.g., opening of passenger halts, conversion to Flag Stations, Waiting accommodations, water supply etc., are being provided to the extent possible.

12. *Provision of Terminal Facilities at Bhubaneswar.*

Provision of additional facilities to match the requirements of traffic is

under constant review and some additional facilities such as new Station building have been provided at Bhubaneswar recently.

13. *Setting up of a new Railway Division in Orissa.*

It is not considered necessary to set up a new Railway Division in Orissa.

14. *Location of a Railway Service Commission for South Eastern Railway.*

A new Commission in Orissa is not considered justified as the requirement of Eastern & S.E. Railway is met by Railway Service Commission, Calcutta.

15. *Establishment of a Railway Co-ordination Directorate at Bhubaneswar.*

The proposal could be considered provided a request is received from the State Government.

16. *Extension of Tatanagar-Barajamda Passenger Service to Barbil in Keonjhar District of Orissa.*

Due to operational constraints, it is not possible to accept this proposal.

17. *Carriage of passenger and Commercial goods traffic on D.B.K. Railway.*

It has not been possible to accept this.

18. *Opening of Halt Station at Bolangir level crossing on the Bolangir-Sonepur Road on Titlagarh-Sambalpur Section and at Cherupa.*

This is under examination.

19. *Provision of a Rail Link between Bhubaneswar and Bolangir in Orissa.*

Survey work for a new line from Sambalpur to Talcher has been included in the Budget for the current Financial Year. This Project will con-

nect Western Districts of Orissa with the coastal region.

20. *Nomination of the representative of Titlagarh Merchants' Association on the Uonal Railway Users' Consultative Committee.*

The Titlagarh Merchants' Association has been given representation on DRUCC/Waltair, S.E. Railway. It has not been possible to give them representation on the ZRUCC for the present term.

21. *Construction of over-bridge at Gopalmal between Sambalpur and Sambalpur Road Station in Orissa:*

This proposal can be considered only when it is sponsored by the State Government with an undertaking to bear the cost as per extant rules.

#### Electrification of Railway in Kerala

1029. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have completed the survey in Kerala regarding the feasibility of electrifying the railway in that State;

(b) if so, what are the details of the findings;

(c) whether the Railways have settled the problem of availability of electricity and its rate with the Kerala Government; and

(d) what is the final decision about the electrification of railway lines in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The Scheme is not financially justifiable with the general commercial tariff for power supply now offered by the Kerala Government and the projected traffic of the section.

(c) Electricity will be available at all the required points along the route but the rates at which it will be made available has not yet been intimated.

(d) No final decision has yet been taken in the matter.

मुरादाबाद-रामनगर मीटरगेज लाइन को बड़ी लाइन में बदला जाना

1030. श्री मही लाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि मुरादाबाद-रामनगर मीटरगेज लाइन को बड़ी लाइन में बदलने की योजना के कार्य में अब तक वित्तीय प्रगति हुई है और यह कार्य कब तक पूरा हो जाने की आशा है?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : उत्तर प्रदेश के पर्वतीय क्षेत्रों के लिए सीधे सम्पर्क की व्यवस्था करने के उद्देश्य से मुरादाबाद और रामपुर से रामनगर और काठगोदाम तक बड़ी लाइन बिछाने की परियोजना 15 करोड़ रुपये की लागत पर 1974-75 के बजट में शामिल की गई थी। मार्च 1977 के अन्त तक इस परियोजना पर 11.90 लाख रुपये खर्च हो चुके हैं। नवीनतम अनुमान के अनुसार मुरादाबाद-रामनगर लाइन के आमान परिवर्तन पर जो कि योजना का एक चरण है, 7.34 करोड़ रुपये की लागत आने का अनुमान है। उत्तर प्रदेश सरकार से अनुरोध किया गया है कि वह योजना के विभिन्न चरणों को हाथ में लिये जाने के लिए उनका प्राथमिकता क्रम बताये।

काम पूरा होने की कोई तारीख नहीं बतायी जा सकती क्योंकि यह परियोजना को दी जाने वाली प्राथमिकता तथा वर्षानुवर्ष निधि की उपलब्धता पर निर्भर करेगी।