

COMMITTEE ON PETITIONS

(THIRTEENTH LOK SABHA)

THIRTEENTH REPORT



(Presented to Lok Sabha on 14 Nov 2002)

**LOK SABHA SECRETARIAT
NEW DELHI**

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COMPOSITION OF THE COMMITTEE ON PETITIONS

Shri Basudeb Acharia — *Chairman*

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2. Shri A. Narendra
3. Shri Ramakant Angle
4. Shri S. Bangarappa
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SECRETARIAT

- | | | |
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| 4. Smt. Neera Singh | — | <i>Assistant Director</i> |

**THIRTEENTH REPORT OF THE COMMITTEE ON PETITIONS
(THIRTEENTH LOK SABHA)
INTRODUCTION**

I, the Chairman, Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Thirteenth Report of the Committee to the House on the following matters:—

- (i) Representation regarding inadequate rail services and passenger amenities in Farakka-Azimganj Section of Malda Division under Eastern Railway.
- (ii) Representation requesting for absorption in permanent post of Group 'D' category in the catering unit of Eastern Railway, Asansol.
- (iii) Representation regarding problems of the railway passengers of Indrabil Railway Station situated on Adra-Kharagpur Section in South Eastern Railway.
- (iv) Representation regarding provision of a halt station in between Kustaur and Bagalia Railway Station situated on Adra Chandil Section of South Eastern Railway.
- (v) Representation regarding construction of a level crossing between Pole Nos. 319/18 and 319/19 along Bongabari Birgiri, Purulia on Adra-Tata Section, Adra Division, South Eastern Railway.

2. The Committee considered and adopted the draft Thirteenth Report at their sitting held on 14 January, 2002.

3. The observation/recommendations of the Committee on the above matters have been included in the Report.

NEW DELHI;
14 January, 2002
24 Pausa, 1923 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Petitions.

CHAPTER I

REPRESENTATION REGARDING INADEQUATE RAIL SERVICES AND PASSENGER AMENITIES IN FARAKKA-AZIMGANJ SECTION OF MALDA DIVISION UNDER EASTERN RAILWAY

1.1 Shri Bidyut Kumar Mukherjee, Advocate r/o Raghunathganj Distt. Murshidabad, West Bengal and others submitted a representation on 30 August, 2001 regarding inadequate rail services and passenger amenities in Farakka-Azimganj section of Malda Division under Eastern Railway.

1.2 The petitioners in their representation submitted that Jangipur Sub-Division is a fast-growing zone in respect of trade and commerce in the State of West Bengal. Two big size canal projects viz. Farakka Barrage and NTPC are situated at Farakka. Thousands of commuters are availing railway facilities as the only mode of communication, however, the Farakka-Azimganj section has been deprived of any development for years together.

The petitioners submitted the following proposals for providing better rail services and passenger amenities in Farakka-Azimganj Section of Malda Division under Eastern Railway:—

- (i) electrification and provision of double line railway tracks;
- (ii) Provision of concrete sleepers, renewal of overaged railway tracks and extension of loops alongwith Azimganj Junction for smooth running of trains at optimum speed capacity;
- (iii) proper repairing upgradation and provision of upper class retiring rooms at Jangipur Road Station and New Farakka Junction railway stations;
- (iv) provision of computerised reservation facility and foot-over bridge at Jangipur Road and Tildanga railway stations;
- (v) shifting of Dhuliyān Ganga railway station towards National Highway-34;
- (vi) sanctioning of stoppage of trains at new Farakka railway station for the trains which run between Barharwa-Azimganj by passing new Farakka railway station as Railway Track is bifurcated just one kilometer away from New Farakka. Stoppage of 3149UP/3150 DN at Jangipur Road Station. Provision of stoppage of Dadar-Guwahati Express, Bangalore-Guwahati Express, Cochin-

Guwahati Express and Thiruvananthapuram-Guwahati Express trains at Farakka railway station; and

- (vii) re-scheduling of timings and destinations of various trains at Farakka-Azimganj section.

1.3 The petitioners, therefore, requested that in order to mitigate the hardships of about 10 lakhs of people of that area adequate rail services and passenger amenities may be provided in Farakka-Azimganj Section of Malda Division under Eastern Railway.

1.4 The Ministry of Railways (Railway Board) were requested on 10 September, 2001 to furnish their comments on the points raised in the representation.

1.5 Meanwhile, the Committee undertook on-the-spot study visit to Kolkata-Asansol-Diamond Harbour from 5 to 8 November, 2001 to gather first hand information in the matter. The Committee held discussions with the petitioners at Kolkata on 5 November, 2001 on the representation.

During the discussion the Committee were informed by the petitioners that as there is no train service through Azimganj-Katwa-Bandel Section, and thousands of residents of the Jangipur Sub-division are deprived of availing the rail facilities in day time, specially those who intend to go to State Capital in working hours and similarly return within same day from the State Capital. The existing railway track is single and the facilities in the Railway stations of this area are poor with no over head shade, inadequate electric light, no retiring room or waiting room in hygenic condition etc.

The Committee were also informed by the petitioners that at present 500 to 1000 tickets are sold and all the quotas of reservation in the different trains get exhausted at Jangipur Road station. More than hundred persons are compelled to take reservation from other stations on this route and passengers going out side the State are compelled to take their reservation from, Berhampur, Farakka, C.R. counters which are at a distance of fifty kilometre from Jangipur Road Station.

1.6 The Committee, thereafter, took oral evidence of the Ministry of Railways (Railway Board) on 12 December, 2001. Duing the evidence the Committee desired to know as to what were the nature of amenities that the Railway authorities were supposed to provide in Farakka-Azimganj Section and whether the Railway authorities were lagging in providing these amenities on the stations in that Sector.

To this the Member (Traffic), Railway Board, stated as under:—

“As you are aware, the last policy decision was taken in September, 1999 regarding various kinds of amenities to be provided at different class of stations. These are put in that category of minimum essential amenities which are to be provided in the stations. They

are the recommended amenities and desirable amenities. So, at the first level, the effort is to ensure that minimum essential amenities are provided there. The Indian Railways have been able to complete the minimum essential facilities. We periodically update the recommended amenities and the desirable amenities.

As you are aware, the classification is done on the basis of the total earnings from the stations. The figures had been collected three or four years ago. They are also being updated with the latest figures to recategorise, if any, required. It is quite likely that the stations which were categorised as "B" initially might have now become "C" category stations. So, that exercise is also on hand.

On the minimum essential facilities for various categories of stations, we have booking facility and various levels of platforms. For example, high-level platforms are provided in "A" to "C" category stations; low-level platforms are provided in "B" to "D" category stations and railway levels are provided in "E" and "F" category stations. So, the minimum essential facilities, which are provided, are book facilities for passengers to buy the tickets, platforms and drinking water."

1.7 When the Committee asked about the renewal of the old rail track in that section, the witness stated as under:—

"On this Section, 70 kms. of complete track renewal has been sanctioned. Already, we have completed 10 km. and the work for another 17 km. is under process. During the next five years, the idea is to clear all the arrears."

1.8 When the Committee desired to know the exact time by which the entire track on this section would be replaced or renewed, the witness stated that it would be done in the next five years, *i.e.* by the end of Tenth Five Year Plan period.

1.9 On a query regarding density of passengers, tonnage and quantity of goods etc. in Farakka-Azimganj section, the representative of the Ministry of Railways stated as under:—

"The Bandel-Azimganj section is in four parts. The capacity varies from, 42 per cent to 87 per cent. There are four parts of it. Between Bandel-Katwa, it is 110 per cent. Between Katwa and Azimganj, it is 87 per cent. In Azimganj-Dabarganga and Dabarganga-Farakka, it is 71 per cent and 42 per cent, respectively. So it varies from section to section. The variation is not greater on the basis of number of trains. It is also the line capacity. It depends on the block section and the speed. The other conditions also decide it. So, with the same number of trains running in two parts on the section, the capacity utilisation can vary."

1.10 The Committee pointed out that Jangipur is an important station on Farakka-Azimganj section and there was a demand for computerised reservation facility. The Committee asked about the criteria for providing the computerised reservation facility on the railway station. To this the witness stated as under:—

“We started with 300 reservations per day. Then, we brought it down to 200 reservations per day. As of today, all stations having transactions more than 200 reservations have been completed. Now, we have also decided to provide computerised reservation at stations having more than 100 transactions and also important stations having tourist attraction. Now, our definition is 100 reservations.”

1.11 When asked whether Railway authorities had any plan to provide computer system at Jangipur station, the witness stated as under:—

“It does not come under the criteria of today. But as I told you, it may get addressed very soon.”

1.12 When the Committee asked about shifting of Dhulia-Ganga railway station towards National Highway, the witness stated as under:—

“The approach road, as we understand is, available from the National highway to the existing station. But whenever we shift a station, some infrastructure is involved. If it is a halt station, something minimum is provided. So, there is investment involved in shifting it. It is an operating station. It is not even a halt station. In that, there is the question of block instrument, telephone communication, and all these are involved. So, shifting of the station, of late, in my memory, we have not done. We have opened a halt station because when we make initial station, we do it in consultation with the State Government, keeping in view other considerations. So, I do not think we have attempted the shifting of a station *per se* anywhere so far.”

1.13 The Committee pointed out that the Ministry can examine whether by shifting of the station to half kilometre from the place where now the station exists, it will ease some of the problems and the number of passengers will also increase. To this, the witness stated as under:—

“There is a small problem in this because the station shifting, especially a block station will effect the line capacity. If you shift a station on one side, then on the other side the block section increases, and the investment required for shifting of stations are very large. So, wherever the passenger amenities come up, either we provide a new station or open a halt station.

The witness further added:—

A cheaper and a better solution is that we will negotiate with the State Government to improve upon the approach road for half a kilometre than shifting of the station. We will get in touch with the State Government and try to improve the approach road. We provide

the Railway premises and outside the Railway premises, the State Government do it. So, we will get in touch with the State Government and see how the approach road can be improved. That will be the easier and the faster solution.”

1.14 The Committee pointed out that there was no stoppage of south bound trains like Guwahati-Cochin, Guwahati-Trivendrum and Guwahati-Chennai at Farakka railway. The Committee asked whether the Ministry could examine rescheduling the timing of these trains to provide stoppage of some of these trains at Farakka. To this, the witness stated as under:—

“At Farakka, we already have a connection to South-bound trains. But the larger issue is of halt of Mail/Express trains and at other stations because normally people have to travel to a station where it stops and connects the train. One of the reasons why the post of Additional Member (Safety and Coaching) has been shifted from Catering and Tourism side is because we thought there is a greater need for planning of passenger services and giving greater attention to safety. We have given a direction to Zonal Railway about two months ago on this halt issue on two things. Firstly, we asked them to find out which are the halt stations, whether they are meeting the requirement that was projected at that point of time, whether they should be continued or they should be closed.

Secondly, different trains stop at different stations. We want to take the basic assessment of traffic at each of the stations and find out the number of stations and rationalise the train services in such a way that the requirement of long distance passengers travelling from Guwahati to Chennai is also met and at the same time the requirement of the people in the section is also addressed. This would require shifting of some halts to some other stations and deleting of some halts from some stations based on actual passenger utilisation. This exercise is on. This is a major exercise involving lot of stations. It is expected to take another four months. As of today, I think, the number of halt requests pending with the Railway Ministry runs in thousands. So, we are not able to meet the demand of everybody. There is a conflict of interest *vis-a-vis* halt is concerned. When GT was started, it started with less than 20 halts. Today, it has got more than 50 halts. At the same time, we have to keep the timing. We have not been able to improve the timing in spite of all the technology. We have to balance the requirement of end-to-end passengers along with the requirement of other passengers. Unless we make a scientific study of actual utilisation, we also find it difficult to explain to the hon. Members on the representation of halt. So, this exercise has been taken up. As a part of this, we will take this and we will give a higher priority for this section in the rationalisation so that we can finish it earlier.”

1.15 When the Committee asked as to what is the difficulty in extending Train No. 201UP and 202 DN upto New Farakka and also starting of trains No. 222 DN and 272 DN from New Farakka in palce of Azimganj, the witness stated as under:—

“We will take it up in the IRTT Committee. We have introduced one passenger train between Azimganj and Malda.”

Observations/Recommendations

1.16 The Committee note that Jangipur Sub-division is a fast growing zone in respect of Commerce and Trade in the State of West Bengal. Lakhs of commuters are availing railway facility in Farakka-Azimganj Section, but this section has been deprived of any development for years together.

1.17 The Committee also note that there is need of some improvements in rail services like electrification and doubling of railway tracks, provisions of passenger amenities, provision of computerised reservation facility and over-bridge, sanction of stoppage of some trains, introduction/diversion of some trains etc. in Farakka-Azimganj section of Malda Division under Eastern Railway.

1.18 The main contention of the petitioners is that in order to mitigate the hardships of about 10 lakhs of people of that area, adequate rail services and passenger amenities may be provided in Farakka-Azimganj Section.

1.19 The Committee note the reply of the Ministry that track renewal work in Farakka-Azimganj section is under process and will be completed by the end of Tenth Five Year Plan.

1.20 The Committee has been informed by the Ministry that shifting of Dhulia-Ganga station will affect the line capacity. If a station is shifted on one side, then on the other side the block section increases and the investment required for shifting of stations are very large. The approach road is available towards the Dhulia-Ganga railway station from the National Highway. A cheaper and better solution is that the State Government could be impressed upon to improve this approach road for half a kilometre. The Ministry of Railways should re-examine the proposal of shifting of station as suggested by the petitioners.

1.21 The Committee feel that the Ministry of Railways may examine re-scheduling the timings of south bound trains to provide stoppage of these trains at Farakka. In this context, the Committee note that the Ministry of Railways have given a direction to the Zonal Railway about two months ago to take basic assessment of traffic at each of the stations to find out the number of stations and rationalise the train service in such a way that requirement of long distance passengers travelling from Guwahati to Chennai is also met and at the same time the requirement of the people in the section is also addressed. This would require shifting of some halts to some other stations and deleting of some halts from some stations based on actual passenger utilisation. This exercise has been taken up. The Committee recommend that the Ministry of Railways may also give higher

priority to Farakka-Azimganj section for rescheduling the timings and provide stoppage of south bound trains at Farakka.

A day time train from Malda town *via* Azimganj either to Sealdah or Howrah may be introduced.

1.22 As regards extending the Train Nos. 201UP and 202 Down upto New Farakka and also to start Train No. 222 Down and 272 Down from New Farakka in place of Azimganj, the Committee are informed that the Ministry of Railways will take up the matter with IRTT Committee. The Committee are happy to note that one passenger train between Azimganj and Malda has been introduced. The Committee recommend that the Ministry may take up the matter regarding extension of trains upto New Farakka and also starting some new trains to IRTT Committee urgently and apprise the Committee about the outcomes of the decision taken by IRTT Committee in this matter. Adequate allocation should be proposed in the next year's Railway Budget so that the track renewal of the Section can be completed within the stipulated time or the work may be completed by utilising the Special Railway Safety Fund.

CHAPTER II

REPRESENTATION REQUESTING FOR ABSORPTION IN PERMANENT POST OF GROUP 'D' CATEGORY IN THE CATERING UNIT OF EASTERN RAILWAY, ASANSOL

2.1 Shri Gajraj Yadav & others of catering Unit of Eastern railway, Asansol, West Bengal submitted a representation requesting for absorption in permanent post of Group 'D' category in the catering Unit of Eastern Railway, Asansol.

2.2 The petitioners, in their representation *inter-alia* submitted the following points:—

- (i) They were the Commission Vendors of Asansol working under the control of the Chief Catering Inspector of Eastern Railway, Asansol;
- (ii) Pursuant to the Supreme Court directives of 13.12.1983 (See Appendix) the Commission vendors belonging to the Catering Units were screened by a Screening Committee for absorption in permanent posts in Eastern Railway;
- (iii) A list of 56 Commission Vendors including them was published for absorption in Group 'D' posts in Catering Department;
- (iv) These 56 Commission vendors were also examined by the competent Medical Officer for medical fitness and were declared medically fit; and
- (v) Subsequently, only 26 Commission Vendors were absorbed in permanent posts out of 56 and the remaining vendors were not given permanent service in eastern Railway.

2.3 The petitioners, therefore, requested that all the remaining Commission Vendors may be absorbed against permanent Group 'D' posts in the Eastern Railway as per directives of the Supreme Court.

2.4 The Ministry of Railways (Railway Board) were requested on 13th July, 2001 to furnish their comments on the points raised in the representation. The Ministry of Railways (Railway Board) *vide* their communication dated 31st August, 2001 furnished the following comments:—

“Pursuance of Supreme Court's order, it has been decided to absorb Commission Vendors/bearers against Group 'D' posts after following due procedure and laid down norms. Out of 52 Commission Vendors of the Catering Unit of Asansol

Division of Eastern Railway, 27 have been absorbed and remaining 25 vendors shall be absorbed in due course.”

2.5 Subsequently, the Ministry of Railways (Railway Board) *vide* their communication dated 11th October, 2001 stated as follows:—

“In pursuance of the Supreme Court’s Commission Bearers/Vendors are being absorbed from time to time as and when vacancies arise against regular vacancies according to their seniority. This is an ongoing process and specific time limit cannot be assured. However, the action to absorb the remaining 25 Commission Vendors of Asansol Division is under process.”

2.6 After perusing the comments furnished by the Ministry of Railways (Railway Board), the Committee undertook on-the-spot study visit to Asansol, West Bengal on 6th November, 2001 to gather first hand information. The Committee held discussions with the petitioners on their representation.

2.7 During the discussions with the petitioners, the Committee were informed that consequent to the judgement of the Hon’ble Supreme Court a total of fifty six commission vendors were called for screening but the result was declared only of fifty vendors. This caused much uproar and the left out vendors were subsequently, screened but no list was brought out by Eastern Railway. The medical examinations of all commission vendors of Asansol Unit were made and the names of the left out six vendors had been included along with the vendors of other Units of the Eastern Railway. After the medical examination was over, the process of absorption took place and a consolidated list of 179 vendors was published by the Eastern Railway wherein 25 vendors were from Asansol Unit. The Central Administrative Tribunal of Kolkata Bench had categorically issued orders to give appointments to the vendors in Railway Services in Group ‘D’ categories according to turn in the Panel but no further appointment were made by the Eastern Railways.

The petitioners further informed the Committee that the Railway Authorities had issued a statement as early as on 31st August, 1999 wherein they had stated that there were 309 posts of Group ‘D’ categories lying ‘vacant’ out of which 212 posts were exclusively of Bearers. As such , there was ample scope for their absorption in the Group ‘D’ posts in the Railways but the delay in complete appointments of the Commission vendors was depriving them of their legitimate right.

2.8 The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 12th December, 2001. During evidence the Committee pointed out to the

witnesses that the 26 left out commission vendors of Asansol Unit should be absorbed in Group 'D' posts under the Supreme Court's orders of 13.12.1983. To this, Member (Traffic), Railway Board stated as follows:—

"Sir, we follow the priority. Moreover, as you are aware, if the Supreme Court's orders were to absorb them immediately, then the Railways would have no option but to absorb them from that day. The Supreme Court's order was to absorb them against vacancies. As you are aware, we have been reducing our work force at the rate of two percent per year. We also have, over a period, closed a lot of activities since and generated surplus railway staff. So, the priority for commission vendors comes only after the existing surplus of the Railways has been absorbed. Another problem is that these people are not willing to shift to another place..... That became the problem. If they are willing to shift to other vacancies, surely, we should be able to accommodate them."

2.9 When the Committee pointed out to the witnesses that 309 Group 'D' posts were lying vacant and the remaining Commission vendors could be absorbed in the vacant posts in Asansol Division, Agra Division, Dhanbad Division, Andal or Durgapur; the Member (Traffic), Railway Board stated as follows:—

"If they are willing, we will definitely find the earlier ways of absorbing them".

2.10 When the Committee desired that the issue should be resolved as soon as possible, the Member (Traffic) Railway Board replied in affirmative.

Observations/Recommendations

2.11 The Committee note that Supreme Court of India in its order dated 13th December, 1983 observed that persons working as Commission Bearers and Vendors would be absorbed progressively as members in permanent Railway service and the hon'ble Court has directed that the Government would take steps to observe all the bearers and vendors as early as possible. In pursuance of the Supreme Court's order, the Ministry of Railways (Railway Board) has decided to absorb Commission Vendors/Bearers against Group 'D' posts after following due procedure and laid down norms. Subsequently, out of 52 Commission Vendors of the Catering Unit of Asansol Division of Eastern Railway, 27 have been absorbed in permanent service by Eastern Railway.

2.12 The main contention of the petitioners is that 56 Commission Vendors working under the control of the Chief Catering Inspector of Eastern Railway, Asansol as screened by a Screening Committee has been included in list published by the Railway Authorities for absorption in Group 'D' posts in Catering Department. These 56 Commission Vendors have been duly medically examined and declared medically fit. However,

only 26 Commission Vendors have been absorbed in permanent posts by Eastern Railway and the remaining Commission Vendors have not yet been given suitable appointment in permanent post by the Railway Administration. The petitioners have further stated that the Central Administrative Tribunal, Kolkata Bench categorically issued orders to absorb these vendors in Railway services in Group 'D' categories according to turn and panel but no further appointments have been made by the Eastern Railway. Hence, the delay in their appointments against permanent posts in the Railways is depriving them of their legitimate right. The petitioners have, therefore, requested that all the Commission Vendors as screened by the Screening Committee should be absorbed in Group 'D' posts in the Eastern Railway.

2.13 The Committee observe that the Railway Authorities have also issued a statement wherein it has been mentioned that 309 posts of Group 'D' are vacant and 212 posts are exclusively of the bearers. As regards the appointment of 30 remaining vendors *i.e.* out of the 56 Commission Vendors/Bearers in Asansol Division selected by the Screening Committee, the representatives of Ministry of Railways (Railway Board) have assured the Committee during the oral evidence that if these vendors are willing to shift to other vacancies they would be accommodated in the Railway Service in an early way. The Committee, therefore, recommend that the suitable measures are taken by the Ministry of Railways (Railway Board) to absorb the all concerned Commission Vendors/Bearers in Asansol Division in permanent Group 'D' posts in Railways as per the directives of the Supreme Court without further loss of time.

CHAPTER III

REPRESENTATION REGARDING PROBLEMS OF THE RAILWAY PASSENGERS OF INDRABIL RAILWAY STATION SITUATED ON ADRA-KHARAGPUR SECTION IN SOUTH EASTERN RAILWAY

3.1 Shri Manoj Kumar Chandra and others submitted a representation regarding problems of the railway passengers of Indrabil Railway Station situated on Adra-Kharagpur Section in South Eastern Railway.

3.2 The main points put forth in the representation (Appendix-II) were as under:—

- (i) After renewal of the railway track, the existing platform had become lower than the railway track. As a result it had become difficult for the aged people to get into and get out from the compartment. Accidents had also been taken place, therefore both the platforms may be raised;
- (ii) The passengers were facing a lot of problems during rainy season without sheds on the platforms. Passenger shed might be provided on both the platforms;
- (iii) The foot over bridge had not been connected on other side of the station and it may be extended to the other side of the station;
- (iv) There was no approach road to the station. The approach road might be provided; and
- (v) There are large numbers of brass and bell metal artisans and they have to travel Dhanbad frequently, so they have requested for a train for Dhanbad. Besides this they have also demanded train facilities for Bankura-Dhanbad, Bankura-Tatanagar and Bankura-Bokaro.

3.3. The petitioners, therefore, requested the Committee's intervention to solve the genuine problems of the passengers.

3.4. The Ministry of Railways (Railway Board) were requested on 31 July, 2001 to furnish their comments on the points raised in the representation. However, the comments were not received from the Ministry of Railways.

3.5. Thereafter, the Committee undertook an on-the-spot study visit to Kolkata-Asansol-Diamond Harbour from 5 to 8 November, 2001 to gather first hand information. The Committee held discussion with the petitioner at Adra on 6.11.2001 on the representation.

3.6. During discussion with the petitioners, the Committee were informed that atleast 6 incidents had occurred in Indrabil Station due to the existing platform which had become lower than the land under the railway track. It had caused inconvenience for the aged people and women passengers while boarding the train. The track renewal was done 2 years ago for UP line and DN line. The petitioners further informed that local bodies (Panchayats) and local M.P. had expressed their inability for providing funds from MPLADS. It was also informed that atleast 1200 passengers would be benefited if foot-over bridges was provided. The Committee were further informed that there was no direct train for Dhanbad and no train between 2 P.M. to 6 P.M. on this section.

3.7. During an on-the-spot study visit, the officials of South-Eastern Railway submitted their comments as follows:—

- (i) The earnings from passenger traffic at Indrabil Station is Rs. 10.05 lakhs per annum. As the earnings from passenger traffic is less than Rs. 1 crore per annum, Indrabil station is classified as "E" category station. As per norms such "E" stations are to be provided with rail level platforms only. The work for raising of the existing rail level platform to the correct rail level height, will be taken up shortly.
- (ii) The daily average passengers dealt are 105 and maximum of 223 at a time. As against the requirement of platform shelter of 29 square metres as per norms, no platform shelter is available. However, a waiting hall of an area of 76 square metres has been provided as against a requirement of 68 square metres as per norms. Provision of platform shelter will be considered in the Works Programme of 2002-2003 subject to availability of funds.
- (iii) The existing Foot Over Bridge connects both the platforms as well as the station building. The present level of traffic does not warrant extension of the Foot Over Bridge to the other side.
- (iv) Approach Road is under construction by the State Government and the permission to this effect has already been given by railway authorities.

As regards the introduction of new trains from Bankura to Dhanbad; Bankura-Tatanagar and Bankura-Bokaro, the Committee were informed as follows:—

(a) Bankura to Dhanbad

The Daily sale of tickets from Bankura to Dhanbad is 3. As such no separate train is warranted at present. However, passengers intending to go Dhanbad may avail 479 from Bankura (Departure 14.20 hours) to Adra

(Arrival 15.40 hours) and then avail 3302 Subarna Rekha Express at Adra (Departure 16.10 hours) to Dhanbad (Arrival 18.15 hours). Alternatively, passengers may avail 313 Kharagpur-Gomoh Passenger, Bankura (Departure 16.25 hours) for Bhojodih (Arrival 19.44 hours) and then avail 414 Bhojodih—Dhanbad passenger from Bhojodih (Departure 20.20 hours) to Dhanbad (Arrival 21.40 hours).

(b) Bankura-Tatanagar

The daily average sale of ticket at Bankura for Tatanagar is 96 only. Therefore, there is no justification for direct train between Bankura and Tatanagar. However, those who desire to go to Tatanagar can avail 433 Kharagpur-Asansol passenger which leaves Bankura at 08.05 hours and arrives Adra at 09.35 hours and then avail 439 Asansol-Tatanagar Passenger leaving Adra at 10.00 hours.

(c) Bankura-Bokaro

315A/316A Howrah-Chakradharpur passenger provides a direct service between Bankura and Bokaro.

3.8 The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 12 December, 2001. During the course of evidence, the Committee pointed out to the representatives of Ministry of Railways that the railway passengers faced lot of hardships at Indrabil Railway Station due to low level of the platform and desired to know when the work relating to raising the level of platform would be completed. To this, the member (Traffic) of Railway Board stated as follows:—

“Wherever we do the CTR, which includes improvement of concrete sleepers, we also take up the work of the platform and we will be raising the platform to the revised level.”

3.9. When the Committee enquired whether the railway authority were going to raise the platform to the revised level in the current year programme or in the next works programme, the representative of Railway Board stated as follows:—

“It has already been approved, we should be able to complete it by December next year.”

3.10 On being enquired about the time period for completion of work relating to raising the platform upto the revised level, the representative of Railway Board stated as follows:—

“We will do it by March. It is a small challenge and we have to accept it. We will do it by March.”

3.11 When the Committee desired to know the provisions for construction of a passenger shed at Indrabil Station; the representative of the Railway Board stated that we would do it as per norms.

3.12 The Committee pointed out that the passengers of the area faced great difficulty to reach the Station and board the train as this station gets stranded at the time of passing through of a goods train. The State Government had constructed a road on the nearby Railway lands and from that road a connecting foot-over-bridge could be provided from the road and the Committee desired to know the scope of construction of this bridge. To this, the representative of the Railway Board stated as follows:—

“We would co-ordinate with the State Government and do it.”

Observations/Recommendations

3.13 The Committee note that the earnings from passenger traffic at Indrabil Station is Rs. 10.05 lakhs per annum. As the earnings from passenger traffic is less than Rs. 1 crore per annum, Indrabil Station is classified as an ‘E’ category station. As such ‘E’ category stations are to be provided with rail level platforms only. However, during on-the-spot study visit by the Committee, the officials of South-Eastern Railway have assured that the work relating to raising of the existing rail level to the correct rail level height would be taken up shortly. The officials of the Ministry of Railways (Railway Board) also during oral evidence, have assured raising the platform to the revised level by March, 2002.

3.14 The Committee have also been informed by the officials of South-Eastern Railway that the daily average passengers dealt at Indrabil Station are 223 and maximum of 105 at a time. As against the requirement of platform shelter of 29 square metres as per norms, no platform shelter is available. However, a waiting hall of an area of 76 square metres has been provided as against a requirement of 68 square metres as per norms. However, the provision of platform shelter will be considered in the works programme of 2002-2003 subject to availability of funds.

3.15 The Committee have been informed that the existing Foot Over Bridge connects both the platforms at Indrabil Station as well as the station building. The present level of traffic does not warrant extension of Foot Over Bridge to the other side. It has also been further added that the approach road to the station is under construction by the State Government for which permission for working in Railway area has been granted. In this context, the representatives of the Ministry of Railways (Railway Board) have also assured that they would coordinate with the State Government on providing Foot Over Bridge to the other side of the bridge.

3.16. The Committee hope that the Ministry of Railways (Railway Board) would look into the whole matter of providing various facilities as assured by them during oral evidence before the Committee, expeditiously in close coordination with the State Government of West Bengal. The Committee trust that the passengers/users would not be deprived of their due benefits viz. raising of level of Platform, Platform shelter and Foot Over Bridge with the positive efforts of the Railway Authorities.

CHAPTER IV

REPRESENTATION REGARDING PROVISION OF A HALT STATION IN BETWEEN KUSTAUR AND BAGALIA RAILWAY STATIONS ON ADRA-CHANDIL SECTION OF SOUTH-EASTERN RAILWAY

4.1 Shri Bhadari Bauri, Pradhan, Agoya Narrah Gram Panchayat, P.O. Batikara, District Purulia, West Bengal and others submitted a presentation dated 17 February, 2001 regarding provision of a halt station in between Kustaur and Bagalia Railway Station on Adra-Chandil Section of South-Eastern Railway.

4.2 The petitioners, in their representation submitted that the railway authorities had not kept their promise given by the General Manager, South-Eastern Railway-II *vide* his letter dated 3.12.1994 in which he had stated that the proposal for provision of halt station on Adra-Chandil Section would be given due consideration after the bridge between Purulia and Tamna was ready. The river bridge in between Tamna and Purulia had been completed and the railway authorities had not provided halt station between Kustaur and Bagalia Railway Station. The people of the area were very badly affected without the halt station.

4.3 The Ministry of Railways (Railway Board) were requested on 10 August, 2001 to furnish their comments on the points raised in the representation. Meanwhile, the Committee undertook an on-the-spot study visit to Adra, West Bengal on 6th November, 2001 to gather first hand information. The Committee held discussions with the petitioners on the representation.

4.4. During the discussion with the petitioners, the Committee were informed that the damaged railway bridge between Tamna and Purulia had already been constructed completely. The bridge stood on the route between Purulia and Chandil and this halt station stood on the railway route between Purulia and Adra. Hence, those who regularly ply from this area to Purulia, Chandil, Chakradharpur and Tata would be very much benefited. More than 40,000 people of four Gram Panchayats would be benefited by this halt station. This halt station might provide great advantage for the transportation of Agricultural products and rural handicrafts of the area.

4.5 During the on-the-spot study visit, the officials of South-Eastern Railway submitted the following position to the Committee:—

“The proposed location of the halt is on a continuous gradient. Therefore, stopping of the station may result in installing on account

of which the same is operationally not feasible. Further the proposed station infringes with the distance restrictions for new halts imposed by Railway Board. The proposed halt station was also not found to be financially viable as the annual recurring loss has been estimated to be approximately Rs. 1.31 lakhs.”

4.6. The Committee, thereafter, took oral evidence of the representatives of Ministry of Railways (Railway Board) on 12 December, 2001. During evidence the Committee pointed out that the General Manager, South Eastern Railway had examined the proposal regarding provision of a halt station in between Kustaur and Bagalia railway stations and had come to the conclusion that halt could be provided only after Kasai bridge is completed. This bridge had been completed six to eight years back but the halt station had not yet been provided. At this, the Member (Traffic), Railway Board stated as under:—

“I have a copy of the letter of the General Manager. The matter has been examined. While there may be some justification for it on amenity grounds, it may kindly be appreciated that there is difficulty in providing a halt on Adra-Chandil section which is beset with several line capacity constraints. The proposal will be given due consideration after the bridge in question is ready. Now that it has been brought to our notice that it has been assured, we will give due consideration to it.”

Observations/Recommendations

4.7 One of the main demand of the petitioners is that a halt station is between Kustaur and Bagalia Railway Station on Adra-Chandil section of South-Eastern Railway should be constructed. The South Eastern Railway have informed the petitioners that the halt station on the Adra-Chandil section would be provided after completion of a bridge between Purulla and Tamna. However, the halt station on the Adra-Chandil section has not been constructed by the Railways Authorities.

4.8 In this context, the Committee are informed by the South Eastern Railway that the proposed halt station at Adra-Chandil section infringes with the distance restriction for new halts imposed by Railway Board and it is not financially viable. However, the Committee observe that the distance between Kustaur and Bagalia stations is sufficient enough to justify the provision of a new halt station on this rail section as the distance between these two stations is more than 5 km. During the course of oral evidence before the Committee the representatives of the Ministry of Railways (Railway Board) have also assured that the matter regarding provision of a

halt station between Kustaur and Bagalia stations will be given due consideration. The Committee, therefore, desire that South Eastern Railway should undertake a fresh survey with a positive perspective to ascertain the feasibility of a halt station between Kustaur and Bagalia Railway Stations on Adra-Chandil Section and this new halt station may be provided for the convenience of the railway passengers. The Committee may be apprised of the outcome of the survey in this regard within three months.

CHAPTER V

REPRESENTATION REGARDING CONSTRUCTION OF A LEVEL CROSSING BETWEEN POLE NOS. 319/18 AND 319/19 ALONG BONGABARI-BIRGIRI, PURULIA ON ADRA-TATA SECTION, ADRA DIVISION, SOUTH EASTERN RAILWAY

5.1 On 4 July, 2001 Shri Manoranjan Mahato, Village Bongabari, P.O. Vivekananda Nagar, District Purulia, West Bengal and others submitted a representation requesting for construction of a level crossing between Pole Nos. 319/18 and 319/19 along Bongabari-Birgiri, Purulia on Adra-Tata Section, Adra Division, South Eastern Railway.

5.2 The petitioners in their representation submitted that in view of a newly constructed road connecting Barakar Road with Hura, the people of Purulia-II, Panchayat Samity, Hutmura, Bhangra, Pindra and Raghampur Gram Panchayats are very much in need of a railway level crossing between Pole Nos. 319/18 and 319/19.

5.3 The petitioners have further stated that if the level crossing is constructed then nearly one lakh people residing in the above mentioned areas, that had gifted the country institutions like Ramakrishan Mission Vidyapith, Kalyan Polytechnic etc. would be benefited as the desired level crossing would cut down the connecting road between Barakar Road and Hura Road atleast by 12 kms. Passengers travelling between Kolkata and Purulia *via* Bankura will also save a lot of time in reaching their destinations.

5.4 The petitioners, therefore, requested for construction of a level crossing between Pole Nos. 319/18 and 319/19 along Bongabari-Birgiri, Purulia on Adra-Tata Section, Adra Division, South Eastern Railway.

5.5 The Ministry of Railways (Railway Board) were requested on 23 July, 2001 to furnish their comments on the points raised in the representation. The Ministry of Railways (Railway Board) *vide* their communication dated 9 October, 2001 informed as follows:—

“Under Railway Act, Railways provide accommodation works, which include level crossings, at their own cost as required by State Government. Thereafter, upto ten years of opening of the Railway, any additional accommodation works required by the State Government are also carried out by Railway at its own cost. After expiry of this period any further accommodation work required can be carried out, only on

'deposit' terms *i.e.* the authority demanding the work has to bear the initial capital cost of construction as well as capitalised value of the annual recurring maintenance and operating cost."

5.6 The Ministry further stated that:—

"Two level crossings, one at km. 320/6 and another at km. 317/28 exist on either side of the proposed location (*i.e.* at km. 319/18-19) at a distance of only 520 metres and 1650 metres respectively. These level crossings can be conveniently used for crossing the Railway track. In addition, if so required, additional connecting roads be provided to level crossing at km. 320/6 by the State Government/Local body/Local Panchayat."

5.7 They further added:—

"Since, existence of level crossings in close proximity to each other is a safety hazard for both Rail and road traffic, more so to road traffic, it is not considered desirable to provide an additional level crossing at demanded location."

5.8 The Ministry finally stated that:—

"Still, if provision of a level crossing at the proposed location is considered essential, provision of a manned level crossing can be considered on 'deposit' terms if a proposal is sponsored by the State Government/Local body concerned duly agreeing to bear the initial capital cost as well as capitalised value of the annual recurring maintenance and operational cost. No such proposal has yet been received by the Railway."

5.9 After perusing the comments furnished by the Ministry the Committee under took on-the-spot study visit to Adra on 7 November, 2001 to gather first hand information in the matter.

5.10 During the course of informal discussion the petitioners informed the Committee that the existing two level crossings, one at km. 320/6 and other at km. 317/28 would not serve the purpose and connecting road to the proposed level crossing is not possible under the present condition.

5.11 They further informed the Committee that the local Panchayat is ready to bear the initial expenses for construction of the connecting road to the level crossing between pole Nos. 319/18 and 319/19 and requested for unmanned level crossing instead of manned one.

5.12 The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 12 December, 2001. The Committee pointed out that on both sides between pole Nos. 319/18 and 319/19 roads have been constructed and this road has now been upgraded to a metro road. This road also connects State Highways *i.e.* Barakar Road and Hura Road. The Committee thus desired to know if in this situation it would be possible to sanction a new

level crossing. To this, the witness stated that, they can connect this road to the level crossing which is 500 mtr. away.

5.13 The Committee pointed out that for connecting road to existing level crossings agricultural land will have to be acquired which would be difficult and desired to know if, gram panchayat is ready to do the earth work, will it be possible to sanction the level crossing between poles 319/18 and 319/19 and close the crossing later on which is 500 mtr. away. To this, the witness replied.

“That is what I was about to suggest. We will examine it.”

Observations/Recommendations

5.14 One of the main contention of the Petitioners is that the people of Purulla-II, Panchayat Samity, Hutmura, Bhangra, Pindra and Raghampur Gram Panchayats are in need of a level crossing between Pole Nos. 319/18 and 319/19, as it will cut down the newly constructed road that connects Barakar Road with Hura by at least 12 km. Also the passengers travelling between Kolkata and Purulia via Bankura will save a lot of time in reaching their destinations.

5.15 The Committee are informed that two level crossings, one at km. 320/6 and another at km. 317/28 exist on either side of the proposed location at a distance of only 520 metres and 1650 metres respectively. These can be used for crossing the Railway track.

5.16 During on-the-spot study visit, the petitioners had brought to the notice of the Committee that the existing two level crossings would not serve the purpose. Also, as suggested by the Ministry to provide additional connecting roads to level crossing at km. 320/6 by the State Government/Local body/Local Panchayat would not be possible as for this land has to be acquired which would be difficult as that land is agricultural.

5.17 The Committee are also informed that now, both side roads between Pole Nos. 319/18 and 319/19 have been constructed and the road has been upgraded to a metro road which Connects the Barakar Road and Hura Road, both State Highways. They are further informed that the Local Panchayat is ready to bear the initial expenses for construction of the connecting road to the level crossing between Pole Nos. 319/18 and 319/19.

5.18 The Committee note with satisfaction from the written reply of the Ministry that if a provision of a level crossing at the proposed location is considered essential, provision of a manned level crossing can be considered on 'deposit' terms if a proposal is sponsored by the State Government Local Body concerned duly agreeing to bear the initial capital cost as well as capitalised value of the annual recurring maintenance and operational cost.

5.19 While the Committee agree that existence of level crossing in close proximity to each other is a safety hazard for both rail and road traffic, the Committee would urge the Government to construct level crossing between Pole Nos. 319/18 and 319/19 along Bongabari Birgiri, Purulia on

Adra-Tata Section, Adra Division and close the level crossing at pole 320 later on enabling the people to save time in reaching their destinations. The Committee, therefore, desire that the work of constructing the proposed level crossing between Pole Nos. 319/18 and 319/19, should now be taken up on priority alongwith the State Government/Local Body without any further delay under intimation to the Committee and it should be completed in a time bound manner.

NEW DELHI;
11 January, 2002

21 Pausa, 1923 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Petitions.

APPENDIX-II
(See Para 3.2 of the Report)
Dated:

To,
The Chairman,
Committee on Petitions,
LOK SABHA.

Dear Sir,

We the following villagers of Indrabil, Talajuri, Gourangdih, Kalidaha, Mahulkoka beg to state that the following matters and request your kind intervention for the redressal of the problems:—

1. Indrabil is an important Railway Station using by thousands of railway passengers daily. The station is on Adra-Kharagpur section in South Eastern Railway. Recently the track renewal has been completed and as a result of this the existing platforms have become lower than the railway track. It has become quite difficult for the aged people to get into the compartment as well as getting out from the compartment. Accidents have also been taken place. Both the platforms of the station should be raised to low-level platforms.
2. There is no passenger shed as a result the passengers are faced a lot of problems during summer and rainy season. Passenger shed should be provided on both the platforms.
3. The foot over bridge connects only one side of the station, where as number of villagers, which are other side of the station, are not connected by foot over bridge. The foot over bridge should be extended to the other side of the station.
4. There is no approach road to the station. The approach road should be provided.
5. There are large numbers of brass and bell metal artisans. They have to travel to Dhanbad frequently. There is a demand for a train for Dhanbad. Introduction of BANKURA-DHANBAD train as well as BANKURA-TATANAGAR and BANKURA-BOKARO train may be considered.

Sir, we sincerely hope that above mentioned genuine problems of the railway passengers of above mentioned villages will be taken care of.

Thanking you,

Yours sincerely,

Name

Full Address

- | | |
|------------------------|--|
| 1. Manoj Kumar Chandra | Vill.-Indrabil,
P.O. Gourangodih, P.S. Kashipur,
Distt.-Purulia. |
| 2. Ajit Kumar Rajak | Vill.-Indrabil, P.O.-Gourangodih, Purulia. |
| 3. Ram Sankar Dubey | -do- |
| 4. Kanchan Dubey | -do- |