
TWENTY FIFTH REPORT

COMMITTEE ON PETITIONS

(THIRTEENTH LOK SABHA)

(Presented to Lok Sabha on 25 February, 2003)



LOK SABHA SECRETARIAT
NEW DELHI

February, 2003/Magha, 1924 (Saka)

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COMPOSITION OF THE COMMITTEE ON PETITIONS

Shri Basudeb Acharia—*Chairman*

MEMBERS

2. Shri S. Bangarappa
3. Shri Ambati Brahmaniah
4. Shri Ram Rati Bind
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SECRETARIAT

1. Shri John Joseph — *Additional Secretary*
2. Shri S.C. Rastogi — *Joint Secretary*
3. Shri Brahm Dutt — *Deputy Secretary*
4. Smt. Neera Singh — *Under Secretary*

**TWENTY FIFTH 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 Twenty-fifth Report of the Committee on the following matters to the House:—

- (i) Petition regarding provision of passenger amenities at Govandi Railway Station, Mumbai.
- (ii) Representation regarding grievances of passengers of Murshidabad district due to inefficient Railway Transport System.
- (iii) Representation regarding provision of passenger amenities at Anchuri Halt Station under Adra division, South-Eastern Railways.

2. The Committee considered and adopted the draft Twenty-fifth Report at their sitting held on 21 February, 2003.

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

NEW DELHI;
21 February, 2003
2 Phalgun, 1924 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Petitions.

CHAPTER I

PETITION REGARDING PROVISION OF PASSENGER AMENITIES AT GOVANDI RAILWAY STATION, MUMBAI

1.1 On 4 December, 2001 Shri Kirit Somaiya, MP presented to Lok Sabha a petition signed by Shri Suraj Mohan Sire resident of Sara Nagar, Govandi Railway Station, Govandi, Mumbai and others regarding provision of passenger amenities at Govandi Railway Station, Mumbai (*see Appendix*)

1.2 In the petition, the petitioners stated that Govandi Railway Station is one of the major stations of Central Railway, Mumbai. One lakh commuters travel daily from this station; 30,000 from Govandi East and 70,000 from Govandi West side. There are no proper entry-exit approaches. Foot Over Bridge (FOB) and other passenger amenities at Govandi (West) Railway Station. More than 50 persons have died last year while approaching Govandi Railway Station to travel to the other parts of Mumbai for their job/employment. The school going children also have to travel *via* this station to go to school in nearby area.

The petitioners further stated that daily 10,000 single tickets are issued from Govandi Railway Station. Daily 1000 season tickets on quarterly basis are issued from Govandi Railway Station. In all 90,000 session pass holders stay in this area. Daily one lakh Railway commuters travel through Govandi. The major residential areas like Shivaji Nagar, Bagumbhari, Limbonibag, Devnar Slaughter House are located on Western Side of Govandi Railway Station. 70% commuters are from Govandi West side. In spite of several requests from the people of local area, commuters and officials to various authorities in this respect, nothing has been done in the last several years.

1.3 The petitioners, therefore, requested to provide proper entry-exit approaches. FOB and other passenger amenities at Govandi Railway Station for the daily commuters.

1.4 The petition was referred to the Ministry of Railways (Railway Board) on 7 December, 2001 for furnishing their comments on the points raised therein. In response, the Ministry of Railways (Railway Board) *vide* their communication dated 13 February, 2002 stated as follows:—

“Following Passenger Amenity works were undertaken at Govandi Station during the last 3 years.

1999-2000

S.No.	Description	Cost (in Rs. Thousands)
1.	Extension of island platform No. 1 & 2	1487
2.	Replacement of roof of PF	400

2000-2001

S.No.	Description	Cost (in Rs. Thousands)
1.	Improvement of platform surface	700

2001-2002

S.No.	Description	Cost (in Rs. Thousands)
1.	Construction of new platform on Down side	488

The work of extension of existing FOB at Govandi station to the West side with provision of landing & exit and also work of a booking office accessible from FOB has been sanctioned at a cost of Rs. 30 lakhs. This work will be taken up in the financial year 2002-03."

1.5 After considering the comments furnished by the Ministry of Railways, the Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 5th February, 2003.

1.6 During the evidence the Committee pointed out that due to absence of entry and exit approach or path there had been many incidents of accidental deaths of passengers while approaching the Govandi railway station and asked about the action taken in this regard. The representative of the Ministry of Railways stated as under:—

"This year, the work of extension of foot over bridge on the West side along with the booking office has been included. Tender for that has also been invited.... On the east side FOB is already there and we will extend it on the west side also and along with the booking office, this will solve the problem. They (passengers) would not have to cross the track. Sir, Rs. 30 lakh has been sanctioned for this."

1.7 Asked whether the work on FOB has been started as planned during the year 2002-2003, the witness informed that the work would start in June-July, 2003.

1.8 Asked further about the target date for the completion of the sanctioned work by the Railways; the Ministry of Railways (Railway Board) in a written note stated that the tentative date of completion is July, 2004.

1.9 As regards provisions of minimum passenger amenities like drinking water, electricity, sanitation facilities etc. at Govandi Railway Station, the

Ministry of Railways (Railway Board) in their written note affirmed such facilities at this station.

1.10 On the question of telephone facilities etc. at the station; the representatives of the Ministry of Railways (Railway Board) stated during evidence that Telephone booth etc. have been provided and more will be done on demand. STD facility will be provided.

1.11 On a suggestion of the Committee that telephone booths could be given to handicapped persons, the witness informed that there was laid down procedure for the purpose.

RECOMMENDATIONS/OBSERVATIONS

1.12 The main demands of the petitioners are that proper entry and exit approaches. Foot Over Bridge (FOB) and the necessary passenger amenities should be provided at the Govandi Railway Station in Mumbai for the facility of the daily commuters. They have pointed out that due to absence of entry and exist approaches to the Govandi Railway Station incidents of accidental death of passengers have taken place at the time of approaching this station.

1.13 The Committee are deeply perturbed to note that proper exit and entry approaches/roads have not been provided at Govandi Railway Station which has resulted in occurrence of fatal accidents of the railway passengers at this station. The Ministry of Railways (Railway Board) have now informed the Committee that the work of extension of existing FOB at Govandi station to the West side with provision of landing and exit and work of a booking office accessible from FOB has been sanctioned at a cost of Rs. 30 lakhs. Tenders for this work have been invited by the Ministry. The Committee regret to note that as planned the work on FOB, which was to commence in 2002-2003 is yet to start. The tentative date of completion of the work is now July, 2004. Considering the urgency of completion of work, the Committee recommend that sincere efforts should be made by the project authorities so as to complete the construction work in the extension of the FOB and entry and exit approaches at Govandi Railway Station by the targeted schedule of July, 2004.

1.14 The Committee have been apprised that amenities like safe drinking water, toilets, electricity, telephone booth, proper security are being provided at Govandi Railway station. The Committee, however, would like the Railways to devise suitable mechanism to have periodical checks and review of existing passenger amenities with a view to maintain requisite standards as also to upgrade the same as and when required.

CHAPTER II

REPRESENTATION REGARDING GRIEVANCES OF PASSENGERS OF MURSHIDABAD DISTRICT DUE TO INEFFICIENT RAILWAY TRANSPORT SYSTEM

2.1 Shri Shyamal Roy and Shri Dwijendranath Sarkar and others, R/o. Murshidabad District (West Bengal) submitted a representation regarding grievances of passengers of Murshidabad district due to inefficient railway transport system.

2.2 In the representation, the petitioners *inter-alia* submitted as follows:—

- (i) 257 Up Azimganj-Rampurhat Passenger train after Rek Link Revision should run upto Rampurhat station during office time;
- (ii) In the interest of daily passengers, the Diesel Multiple Unit (D.M.U.) Trains should be arranged to ply in the Azimganj-Nalhati Section and at just 1600 hrs. the train should be due to leave from Nalhati so that thousands of school and college students may avail the facility of these trains;
- (iii) The Howrah-Rampurhat Ganadevta Express train which runs from Howrah to Rampurhat should be extended upto Azimganj Junction so that the people of Murshidabad and Rampurhat, District Birbhum would get the advantage of going direct to Burdwan, as there is no direct train towards Rampurhat from Azimganj Junction;
- (iv) The 248 Up passenger train which leaves at 5.05 P.M. from Azimganj should be arranged to leave from Azimganj after 5.13 P.M.;
- (v) The Lohapur station should be upgraded and crossing-facility may be provided at Sagardighi Station for facility of passengers;
- (vi) (a) The 839 Up and 840 DN Azimganj-Barharwa Passenger train should be arranged to run at Scheduled time so that daily passengers could reach their respective fields of work on time;
(b) In the interest of passengers a Lavatory should be attached to every compartment of the trains on Azimganj-Barharwa Section;
- (vii) Train facility should be extended to Malda Town from Azimganj;
- (viii) (a) The Lalgola-Sealdah Section should be electrified;

- (b) The Lalgola-Sealdah Section should have double lines;
- (ix) A Railway Bridge should be built to make a direct connection between Nashipur and Azimganj;
- (x) A Second Class waiting room should be built at Azimganj Junction for ordinary passengers;
- (xi) The Reservation Counters at Azimganj Junction should be provided with computer facility;
- (xii) The venders and hawkers should not be exploited;
- (xiii) The electrification alongwith double lines from Azimganj to Katwa should be done without any delay;
- (xiv) The stalls by Hawkers at Railway stations may be installed by giving them licence; and
- (xv) At Azimganj Junction; 222 DN, 206 DN, 202 DN trains should be restored in the interest of the people of Murhsidabad and Birbhum districts.

2.3 The petitioners, therefore, requested to take steps to fulfil their demands of the railway passengers and improve the efficacy of the railway services provided by Eastern Railways in West Bengal.

2.4 The Ministry of Railways (Railway Board) were requested on 14 March, 2001 to furnish their comments on the points raised in the representation. In response, the Ministry of Railway (Railway Board) *vide* their O.M. dated 7 December, 2001 furnished their para-wise comments on the representation as follows:—

- "(i) Change in the timings of 257 Up Azimganj-Rampurhat Passenger so that this may run on office time between Azimganj and Rampurhat.

257 Azimganj-Rampurhat Passenger leaves Azimganj at 09.00 hrs. and arrives Rampurhat at 11.10 hrs. The feasibility of bringing the train earlier into Rampurhat has been examined. The sequence of train during morning hours for Azimganj to Rampurhat are:—

Train No.	248	257	253
Azimganj.(d)	0525	0900	1200
Naihati.(d)	0735	1045	1350
Rampurhat.(a)	0805	1110	1410

The trains are provided at equitable time gap from Azimganj.

- (ii) Introduction of Diesel Multiple Unit (DMU) train between Azimganj and Naihati which should depart Nalhati at 16.00 hrs.

Introduction of DMU on Azimganj-Naihati section is not feasible due to acute shortage of DMU rakes on Indian Railways. However, Rampurhat-Naihati-Azimganj Passenger used to leave Rampurhat at 14.50 hrs. and ex. Naihati at 15.22 hrs. towards Azimganj. The timings of this train have been revised from 01.07.2001 to leave Rampurhat at 15.10 hrs. Naihati at 15.45 hrs. and arrive Azimganj at 17.25 hrs. Further, delay in time schedule is not possible for problem of path on Azimganj Jn. Cabin and Azimganj.

- (iii) Extension of 3017/3018 Howrah-Rampurhat Ganadevata Express upto Azimganj.

3017/3018 Howrah-Rampurhat Ganadevata Express runs between Howrah and Rampurhat with following timings:—

Train No.	Station	Train No.
3017		3018
06.05	(d) Howrah	(a) 21.45
10.20	(a) Rampurhat	(d) 17.10

This train provides morning/evening service for the passengers to visit Bolpur, Rampurhat, Sainthia etc. in day time and return in the evening. The matter has been examined from the commercial point of view also besides decent road service is available on Azimganj-Rampurhat section. Extension of Rampurhat-Howrah Ganadevata Express upto Azimganj is not justified.

- (iv) Change in the timings of 248 Azimganj-Rampurhat Passenger so that this should leave after 5.13 hours by speeding up of this train.

247 (Earlier 248) used to leave Azimganj at 0508 hours in the morning and not at 0503 PM as referred to in memorandum. The timings of 247 have been changed and it leaves Azimganj at 0525 hours instead of 0508 hours and arriving Rampurhat at 0805 hours as earlier from 01.07.2001.

- (v) Provision of upgraded crossing facility and second platform at Sagardighi.

The existing facilities at Sagardighi are adequate for the level of traffic handled at the station and on the Naihati-Azimganj branch line.

- (vi) (a) Punctual running of 839 Up Azimganj-Barharwa Passenger.

The punctual running of trains is one of the greatest concerns

of the Ministry of Railways as it is the principal component of the quality of service provided to the travelling public. The Railways, therefore, make all concerted efforts including intensive chasing and round the clock monitoring to run trains punctually. However, trains do run late sometimes due to various reasons like accidents, agitations/bandhs, bad weather, alarm-chain-pulling and other miscreant activities, equipment failure etc.

Instructions have been issued to the concerned Railways authorities to keep a close watch on the running of 839/840 Up Azimganj-Barharwa Passenger.

- (b) Provision of Lavatory in every Compartments of trains on Azimganj-Barharwa Section.

The distance between Azimganj and Barharwa is 95 kms. At present, Railways as a policy, do not provide toilets in passenger carrying trains having a run upto 160 kms. However, toilet facilities are, available at the stations for convenience of the sectional passengers.

- (vii) Extension of any terminating train at Azimganj upto Malda Town.

241/242 Malda Town-Azimganj Passenger has been introduced between Malda Town and Azimganj from 15.8.2001. This is providing additional facility on Malda Town-Azimganj Section.

- (viii) (a) Electrification of Sealdah-Lalgola Section

Sealdah to Krishnanagar is already electrified. Electrification of Krishnanagar-Lalgola Section was included in Railway Budget 2002-2001. The target for completion of this work is March 2003.

- (b) Doubling of Lalgola-Sealdah Section

A survey of doubling of Lalgola-Krishnanagar Section has been completed recently. The results of the survey have revealed cost of doubling of the 127.67 km. long line as Rs. 224 cr. with a negative rate of return. The survey report is presently under examination in consultation with the Zonal Railway. Further consideration of the project would be possible once the results of the survey are finalised.

From Krishnanagar-Kalinarayanpur, doubling of the section is an approved work, which is currently in progress. Earthwork is in progress on the section. The balance section from Sealdah to Ranaghat (near Kalinarayanpur) is already an existing double line section.

- (ix) Bridge over river Bhagirathi connecting Nashipur and Azimganj

Considering the long standing demand of the people of Murshidabad and the need for development in the area, the work

of restoration of Nashipur (Azimganj)-Jiaganj Railway line has been included in the Budget 2001-2002.

Separately, a survey for construction of a bridge over river Bhagirathi to connect Nashipur and Jiaganj has been approved in Budget 2001-2002, which would be take up after the Budget is passed by the Parliament. further consideration of the project would be possible once the results of the survey become available.

- (x) Provision of 2nd class Waiting Room at Azimganj Station.

Provision of Second Class Waiting hall at Azimganj Railway Station is being considered for inclusion in the preliminary works programme 2002-2003.

- (xi) Provision of Computerised reservation counter at Azimganj

Computerised reservation facilities are capital intensive and also involve significant recurring costs. These are provided at railway stations registering a large number of reservation related transactions. The reservation workload at Azimganj Railway Station is not high enough to warrant this level of investment at present.

- (xii) Complaint against exploitation of Vendors and Hawkers by police

The matter has been referred to Director General of Police, West Bengal for taking necessary remedial action in the matter.

- (xiii) (a) Electrification of Katwa-Azimganj Section

Due to constraint of resources and relative priority for electrification of other high routes, there is, at present no proposal to electrify Katwa-Azimganj Section.

- (b) Doubling of Azimganj-Katwa Section

Doubling of single line sections is taken up when their carrying capacity is saturated. The traffic on this rail line has not yet reached the level to justify its doubling. Doubling will be considered when the traffic warrants the same, subject to availability of resources.

- (xiv) Provision of stalls for Hawkers at Stations

As per policy award of catering/vending license is done by the Zonal Railways as and when there is requirement by inviting applications through press notification and after following prescribed procedure and guidelines. As such the hawkers of Murshidabad, they may apply in response to notification as and when issued by the Zonal Railway and their application will be considered alongwith others on merit.

- (xv) At Azimganj Jn. 222 Dn, 206 and 202 trains should be restored in the interest of the people of Murshidabad and Birbhum District

2 pairs of trains namely 219/220 Malda-Howrah Passenger and 203/204 Azimganj-Howrah passenger provide direct service

between Howrah and Azimganj daily. Bandel-Katwa is suburban section and has been electrified with a view to provide faster Electrical Multiple Unit (EMU) trains for the convenience of passengers. After electrification of the section, 4 additional pairs of EMU locals have been introduced and 6 pairs of conventional rake trains have been converted into EMU. The run of 222 between Howrah and Katwa and those of 206/202 between Bandel and Katwa has been converted into EMU and connection with conventional trains has been provided at Katwa for onward movement towards Azimganj. Running of these trains by conventional rakes is retrograde step and is not considered desirable."

2.5 Meanwhile, the Committee decided to undertake on-the-spot-study visit to Kolkata for obtaining first hand information in the matter. Accordingly, the Committee undertook visit to Kolkata on 18.6.2001 and held discussion with the petitioners and the officials of the Eastern Railways.

2.6 During their on-the-spot study visit, the Committee were informed by the petitioners that the residents of Murshidabad (West Bengal) required better railway services. Realising the discontent among the people of Murshidabad, the petitioners reiterated their demands made earlier in their representation to the Committee and requested that positive steps should be taken to fulfil their demands.

2.7 The Committee were informed by the officials of Eastern Railways that the matter of extension of Howrah-Rampurhat Ganadevata Express upto Azimganj had been examined and the earnings on ticket sales from different stations were as follows:—

	February 2001	March 2001	April 2001
Azimganj (Daily Average)	Rs. 24388.00 (Rs. 871)	Rs. 23659.00 (Rs. 763)	Rs. 21031.00 (Rs. 701)
Azimganj City (Daily Average)	Rs. 22457.00 (Rs. 802)	Rs. 25340.00 (Rs. 817)	Rs. 24522.00 (Rs. 817)
Sagardighi (Daily Average)	Rs. 9771.00 (Rs. 349)	Rs. 10723.00 (Rs. 346)	Rs. 10375.00 (Rs. 346)
Morgram (Daily Average)	Rs. 3153.00 (Rs. 112)	Rs. 5221.00 (Rs. 168)	Rs. 5006.00 (Rs. 167)
Lohapur (Daily Average)	Rs. 9815.00 (Rs. 350)	Rs. 15366.00 (Rs. 495)	Rs. 12623.00 (Rs. 421)

2.8 As regards the electrification of Sealdah-Lalgola Section, the officials of the Eastern Railways informed that Sealdah to Krishnanagar had already been electrified. The work of Krishnanagar-Lalgola Section was being done by Central Organisation Railway Electrification (CORE), Allahabad.

2.9 As regards the doubling of rail line in Lalgola-Sealdah Section, the officials of the Eastern Railways informed that in Lalgola-Sealdah Section; the Sealdah to Ranaghat Section was already doubled. From Ranaghat to Kalinarayanpur the doubling works were yet to be sanctioned. From Kalinarayanpur to Krishnanagar doubling was sanctioned in the fiscal year of 2000-2001 and the preliminary works had started. However, beyond Krishnanagar there was no proposal for doubling.

2.10 As regards the construction of the bridge over Bhagirathi river, the officials of the Eastern Railways informed that this bridge had not been sanctioned, though, it was included in the Survey report submitted to the Railway Board.

2.11 As regards the provision of computerization of Passenger Reservation System at Azimganj, the officials of the Eastern Railways informed that after augmenting the hardware existing in the Railways had overloaded the main computer of Kolkata Passenger Reservation System. The proposal of computerization at Azimganj will be sent to Railway Board for consideration.

2.12 Regarding the demand of the petitioners that Azimganj-Rampurhat passenger train be run upto Rampurhat station during office-time; the officials of the Eastern Railways were agreeable to this proposal.

2.13 The Committee, thereafter, took the oral evidence of the representatives of the Ministry of Railways (Railway Board) on 5th February, 2003. During the evidence, the Committee pointed out that 257 UP Azimganj-Rampurhat Passenger train could be extended upto Rampurhat during office-time as Eastern Railways was agreeable to this proposal. To this, Member (Traffic), Railway Board stated as follows:—

"Sir, if the Eastern Railways is agreeable to the proposal, we will examine it. We have called for a meeting of all the Chief Transportation Managers."

2.14 In a subsequent written note, the Ministry of Railways (Railway Board) informed that the timings of 257 Azimganj-Rampurhat passenger will be preponed Ex.Azimganj from 1.07.2003 on an experimental basis for three months.

2.15 When the Committee asked about introduction of a Diesel Multiple Unit (DMU) train between Azimganj and Nathati, the representative of the Ministry of Railways (Railway Board) stated as follows:—

"Sir, demand is much more than what is the availability. I would only like to mention before this hon. Committee that on Azimganj-Rampurhat Section, according to the assessment which we have made quite a large number of trains are there. Besides, the road is also running parallel. In view of the general requirement all over the country, we thought that it may not immediately possible for us, even though the demand is there to bring the DMU here. Apart from that, there is a problem of maintenance also. There are no maintenance facilities in the surroundings of the area where the DMU is proposed to be run. In view

of that, we thought that it may not be possible at this stage to introduce the DMU. At Azimganj there is no facility for DMUs. In any case, we are going to give a Change in the timings of 257 UP (Train). Regarding the DMU proposal, would request you not to insist it at this stage."

2.16 In a subsequent written note, the Ministry of Railways (Railway Board) informed that:—

"Coaches are procured keeping in view the requirement. In 2002-2003, 40 BG DMU coaches have been planned to be procured. In 2003-04, it has been planned to manufacture 40 BG DMU coaches. 5 pairs are running on Azimganj-Rampurhat section. These are considered adequate for the existing level of traffic offering on the section. Introduction of DMU train between Naihati and Azimganj Ex. Naihati is not feasible as no maintenance facility for DMU (Push Pull) Rakes is available in the vicinity of Azimganj. However, 255 Rampurhat-Naihati-Azimganj Passenger used to leave Rampurhat at 14.50 hrs. and Ex. Naihati at 15.22 hrs. towards Azimganj. The timings of this train has been revised with departure Rampurhat at 15.10 hrs. and Ex. Naihati at 15.45 hrs. arriving Azimganj at 17.25 hrs."

2.17 On the question of the electrification of Sealdah-Lalgola Section; the Committee asked about the progress of work on electrification of Krishnanagar-Lalgola railway line. To this, the Ministry of Railways (Railway Board) stated that:—

"Actually the total cost of this 128-Kilometre project is about Rs. 63.83 crore. Unfortunately, we have not been able to allot the funds for this work because there are last mile projects on the heavy density routes, which were on priority list. Therefore, funds could not be allotted for this particular work. In fact, an amount of Rs. 7 crore was given for preparatory works which are on, but we could not allot the funds."

2.18 In a subsequent written note, the Ministry of Railways (Railway Board) informed that the preparatory works of electrification at Krishnanagar - Lalgola is in hand and the project is now targeted for completion by March, 2005 subject to availability of funds.

2.19 When the Committee pointed out that, the Planning Commission had given the approval of electrification of Krishnanagar-Lalgola section about two three years back but the funds had not been allocated for this project; the representative of the Ministry of Railways (Railway Board) informed that they will seeking for allocation of some money in the Budget of this year (2003-04).

2.20 When the Committee desired to know about the position of doubling work pertaining to Lalgola-Krishnanagar section, the representative of the Ministry of Railways (Railway Board) stated as follows:—

"Lalgola-Krishnanagar project is not a sanctioned project. The survey was sanctioned. The sanction pertains to the section from Kalinarayanpur to Krishnanagar. It was done in 2000-2001. The project was not sanctioned, because the present line capacity is about 70 per

cent on the section. There are 12 trains running while the capacity is 19 trains."

2.21 In a subsequent written note, the Ministry of Railways (Railway Board) informed as follows:—

"The doubling of Kalarayanpur-Krishnanagar was included in 2000-2001. The detailed estimate for the work has been sanctioned at a cost of Rs. 43.38 crore. An expenditure of Rs. 3.84 crore has been incurred upto March 2002 and an outlay of Rs. 2 crore has been provided during 2002-2003.

Two tenders for earthwork and minor bridges from Kalarayanpur to Birnagar have been awarded. So far, 65000 cum earthwork have been executed. Meanwhile, State Government has raised a bill of Rs. 20.16 lacs to the contractor in January, 2003 against the royalty and cess charges at the rate of Rs. 22 per m³. The contractor has gone to court against this demand as such royalty has not been raised in other sections in West Bengal. The matter has been taken up by the Railway also with the State Government.

The work of new line from Krishnanagar to Charatala (13 km.) has been approved as material modification to this work in budget 2001-2002."

2.22 The Committee pointed out that restoration of Azimganj-Jiaganj rail section and construction of a bridge over Bhagirathi river to connect Nashipur and Jiaganj should be completed. To this the Ministry of Railways (Railway Board) informed as follows:—

"The work of restoration of Azimganj-Jiaganj upto ghats was included in budget 2001-2002 with the proviso that the work would be taken up after obtaining necessary clearances. The proposal was included without the bridge across Bhagirathi. Meanwhile, survey for bridge across river Bhagirathi including linked lines was completed in December, 2001. As per this report, the cost of construction of bridge with connecting lines was assessed as Rs. 46.7 crore with a rate of return of (-)5.6%. The proposal was sent to Planning Commission *vide* OM dated 26.4.2002 for 'in principle' approval. However, Planning Commission have not accorded 'in principle' approval in view of negative rate of return of the project and large throw-forward of new line projects. The matter is further being pursued with Planning Commission."

2.23 When the Committee desired to know about the provision of second class waiting room at Azimganj railway station and whether this was included in 2002-2003 Budget, the representative of the Ministry of Railways (Railway Board) stated as follows:—

"It was not included in 2002-2003. The work of one bay platform shed on platform No. 4 was in progress, but this work could not be included last year. This year again we have told the General Manager—it is

within his lump-sum powers and he can do that—that this must be included this year."

2.24 In a subsequent written note, the Ministry of Railways (Railway Board) informed as follows:—

"The work of "provision of waiting hall at Azimganj" was considered in Preliminary Works Programme, 2002-03 for inclusion in the Final Works Programme, 2002-03. However the work could not be finally included in the Works Programme, 2002-03 in view of the limited availability of resources and relative priorities.

However, a work for "provision of one bay Platform shed on Platform No. 4" at a cost of Rs. 6.9 lakh, is already in progress for the convenience of passengers.

Other passenger amenities at this 'E' category station are considered adequate'.

2.25 On a query regarding electrification of Azimganj-Katwa section, the representatives of the Ministry of Railways (Railway Board) stated as follows:—

"Survey was completed in the year 2000. The length of the section is 78 route kilometres. The cost was estimated to be around Rs. 54 crore at that time. Whether the section will be taken up for electrification or not is yet to be decided because that section does not come within the priority as yet."

2.26 Subsequently in a written note regarding doubling and electrification of the Azimganj-Katwa rail section, the Ministry of Railways (Railway Board) informed as follows:—

"No survey has been done for doubling of Azimganj-Katwa section. In case of electrification also, no fresh survey has been conducted. However, a survey for electrification of existing single railway line was conducted by Eastern Railway in the year 1999-2000. The cost of the electrification was estimated at Rs. 53.18 crores."

2.27 Regarding computerised reservation services at Azimganj; in the written note, the Ministry of Railways (Railway Board) stated as follows:—

"The requirement for provision of Passenger Reservation System (PRS) facility at Azimganj Railway station has been reviewed. On date, the station does not qualify for PRS facility as per the extant PRS policy."

Explaining it further representative of the Ministry of Railways stated during evidence:-

"Actually this criterion is based on the quota of reserved accommodation allotted to a particular station. If quota plus allowance of 40 per cent or so for return and onward journey together amounts to 100, we allow it. Earlier it used to be 200. Now, many more stations are covered. Under this rule, Azimganj does not fall in that category."

OBSERVATIONS/RECOMMENDATIONS

2.28 The main demands of the petitioners relate to change in the timings of 257 UP Azimganj-Rampurhat passenger trains for office goers, introduction of Diesel Multiple Unit (DMU) train between Azimganj and Nalhati with departure of Azimganj at 1600 hrs. extension of 3017/3018 Howrah-Rampurhat Ganadevata Express upto Azimganj, change in timings of 248 Azimganj-Rampurhat passenger train, extension of any terminating trains at Azimganj upto Malda town; electrification and doubling of Sealdah-Lalgola Rail Section, construction of bridge over Bhagirathi Connecting Nashipur and Azimganj, provision of second class waiting room and provision of Computerised Passenger Counter at Azimganj Station and electrification and doubling of Katwa-Azimganj Rail Section. Apart from the above demands, the petitioners have requested that the vendors/hawkers at Railway Station should not be exploited and the punctual running of the 839 UP Azimganj-Bharharwa Passenger Train should be ensured.

2.29 The Committee have been apprised that remedial action would be taken through Director-General of Police, West Bengal to prevent exploitation of vendors/hawkers at the Railway Stations under Eastern Railways. The Committee also note with satisfaction that instructions have been issued to concerned railway authorities to keep a close watch on the punctual running of 839/840 UP Azimganj-Barharwa Passenger Train. The Committee have been assured that Railways are trying their best to run trains as per the schedule.

2.30 The Committee also note that the 241/242 Malda Town-Azimganj Passenger Train has been introduced between Malda Town and Azimganj *w.e.f.* 15.08.2001. The Committee trust that this step must have benefited the large number of passengers on Malda-Azimganj and Azimganj-Barharwa Sections.

2.31 The Committee are informed that the Eastern Railways is agreeable to the proposal of extension of 257 UP Azimganj-Rampurhat Passenger Train and running of this train at office time for the benefit of the railway passengers. The Railway Board is following up the proposal. As regards the timings, the Committee are happy to note that Railways have decided to prepone the timings of 257 Azimganj-Rampurhat Train, Ex-Azimganj *w.e.f.* 01.07.2003 on an experimental basis for three months. The Committee, therefore, recommend that the proposed review of the extension of the 257 Azimganj-Rampurhat Passenger Train should be expedited keeping in view the larger interests of passengers of the areas.

2.32 In respect of introduction of Diesel Multiple Unit (DMU) train between Azimganj and Nalhati; the Committee have been apprised that an additional DMU train is not considered feasible by Railway authorities due to acute shortage of DMU rakes and lack of maintenance facilities for DMU (push pull) of rakes in the vicinity of Azimganj. The Committee note that in

2002--2003, 40 BG DMU coaches have been planned to be procured. Also in 2003-2004, it has been planned to manufacture 40 BG DMU coaches. The Committee, therefore, recommend that suitable measures be taken to procure necessary number of DMU coaches so as to provide DMU trains wherever required to improve railway facilities. The Committee desire that feasibility of provisions of at least one DMU in Azimganj-Naihati Section with provision for maintenance facilities of DMU rakes near Azimganj be explored.

2.33 The Committee are informed that the work of giving the provision of a waiting hall at Azimganj Station had been considered in Preliminary Works Programme 2002-2003 for inclusion in the Final Works Programme 2002-2003. However, this work could not be finally included in the works programme in view of the limited availability of resources. The Committee desire that suitable budgetary provisions should be earmarked and sanctioned for the construction of the waiting hall at Azimganj Station for the conveniences of the passengers, at the earliest possible.

2.34 The Committee note that the Sealdah-Krishnanagar Section is already electrified whereas the Krishnanagar-Lalgola Section has not yet been electrified. The Committee are deeply perturbed to learn that although the electrification of Krishnanagar-Lalgola Section had been included in Railway Budget 2000-2001 and targetted to be completed by March, 2003, the target date has not been adhered to. The electrification of Krishnanagar-Lalgola section is now targetted to be completed by March, 2005. The Committee, therefore, recommend that sincere efforts should be made by the Railways for timely completion of electrification works of the Krishnanagar-Lalgola Section.

2.35 The committee note that the survey of doubling of Lalgola-Krishnanagar Section has already been completed. The survey report is under examination of the Zonal Railway and the project would be considered after the results of the survey are finalised. The Committee trust that the said survey report would be finalised early, with a view to follow up the project further.

2.36 As regards the doubling of the Krishnanagar-Kalinarayanpur, the Committee are informed that the work is currently in progress. An expenditure of Rs. 3.84 crore has been incurred in this project upto March, 2002 and an outlay of Rs. 2 crore has been provided during 2002-2003. The Committee recommend that the doubling works of the Krishnanagar-Kalinarayanpur Section should be completed in coordination with the State Government of West Bengal, expeditiously.

2.37 As regards the restoration works at Azimganj-Jiaganj Section and the construction of a bridge across Bhaghirathi river, the Committee note that the proposal is under consideration of the Planning Commission for necessary approval. The Committee recommend that Railways should pursue the matter vigorously for obtaining requisite approval of the project. Needless

to emphasise, after getting approval, early steps would be taken to start the project.

2.38 On the question of doubling and electrification of the Azimganj-Katwa Section, the Committee note that no survey has been conducted in recent past by the Railways. In case of electrification, a survey had been conducted by Eastern Railway in the year 1999-2000 and the cost of electrification had been estimated to Rs. 53.18 crores at that time. The Committee are of the firm view that the Azimganj-Katwa Section should be electrified in order to provide faster EMU trains for the convenience of passengers after carrying out a fresh survey. The Committee also recommend that a proper and comprehensive survey of this section is carried out for doubling of the rail line. Henceforth, suitable budgetary allocation may be made for sanctioning of the electrification and doubling works at Azimganj-Katwa Section.

CHAPTER III

REPRESENTATION REGARDING PROVISION OF PASSENGER AMENITIES AT ANCHURI HALT STATION UNDER ADRA DIVISION, SOUTH-EASTERN RAILWAY

3.1 Shri Swapan Kumar Banerjee, General Secretary, Paschimbanga Kustha Kalyan Parisad, P.O. Adra, District Purulia, West Bengal submitted a representation regarding provision of passenger amenities at Anchuri Halt Station under Adra Division, South Eastern Railway.

3.2 The main points put forth by the petitioner in the representation were as follows:—

- (i) Haltage of 469 up KGP-Adra Passenger train that has been withdrawn at Anchuri Halt Station should be restored as agreed to by the then General Manager of South Eastern Railway.
- (ii) Haltage of 464 Adra-Howrah Shiromani local should be arranged at Anchuri Halt Station for passengers to avail the opportunity of travelling to Howrah directly from Anchuri Halt.
- (iii) Construction of waiting shed and provision of lighting arrangement at Anchuri Halt Station may be made.

3.3 The petitioner had, therefore, requested for consideration of the above demands to facilitate the surrounding passengers including staff and ailing patients of Gouripur Leprosy Hospital.

3.4 The Ministry of Railways (Railway Board) were requested on 3 December, 2001 to furnish their comments on the points raised in the representation. The Ministry *vide* their communication dated 11 April, 2002 furnished their factual comments on the case as follows:—

"Haltage of Trains

During 1995-1996: 471/472 Midnapur-Adra DMU and 473/474 Adra-Bishnupur DMU have been introduced. During 1998 455/456 Adra-Bankura MEMU has been introduced from 18.10.1998. After 1994, stoppages of 7 trains (4 in UP direction and 3 in DN direction) have been provided at Anchuri Halt. At present 7 Up and 7Dn trains have stoppage at Anchuri Halt. These are considered adequate to existing level of traffic at Anchuri Halt. Also these trains provide connections at Kharagpur/Midnapur/Bankura for the Howrah bound passengers of

Anchuri Halt. Stoppage of additional trains at Anchuri Halt has been examined but not found commercially justified.

Construction of Waiting Hall at Anchuri Halt

Anchuri Halt is a small station dealing with 38 passengers per day and maximum passenger at any time being only 15 Average earning per annum at this station is Rs. 1.3 lakh only.

Passenger amenities at station are provided as per norms based on the volume of passenger traffic. As per laid down norms platform shelter is not required to be provided at Anchuri Halt. However, shady trees are available for the passengers. Also a waiting Hall of 18 sqm is available. Further, modernisation of stations will be considered whenever so warranted by growth in passenger traffic at the station.

Provision of Lighting arrangement at Anchuri Halt

Anchuri railway station being a Halt station is not electrified as this does not qualify the norms laid down by Railway Board for electrification. Hence lighting arrangement can not be made."

3.5 The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 5th February, 2003 in the matter. During the course of evidence, the Committee pointed out that Anchuri Halt Station was opened about 15 years back mainly to cater to the needs of the leprosy patients of Gouripur Leprosy Hospital which is near to this halt station and the patients have been demanding stoppage of all passenger trains at this halt station. Asked about the difficulty in allowing stoppage of the passenger trains at this Halt station, the witness assured that they would review the matter and report back to the Committee.

3.6 On a query regarding the passenger amenities provided at Anchuri Halt Station; the Ministry of Railway (Railway Board) in a written note furnished after the evidence informed as under:—

"Passenger amenities are being provided at stations depending on the category of the station. The stations have been categorised into six (A to F) categories based upon the annual earnings from the stations.

Anchuri station is a halt station (F category) dealing with 38 passengers per day with a maximum 15 at any time. Average earning per annum at this station is Rs. 1.3 lakhs only.

As per laid down norms, 10 sqm of waiting hall is required to be provided at 'F' category stations as against the 18 sqm available here. Therefore, it is considered adequate for the present level of passenger traffic.

As per the laid down norms, one hand pump is required to be provided at halt stations. At Anchuri Halt station, one tube well and one hand pump is available at Anchuri Halt.

Toilet facilities are not required as per norms, and hence, not provided.”

3.7 On being pointed out by the Committee that minimum required passenger amenities like lighting should be provided at the Station, the representative of the Ministry stated during evidence:—

“I may mention that though we have sanctioned it, as per our norms it does not still qualify as a station. The position is, electricity is still not available within one kilometre of the station. Another norm is that this is a halt station and at least a pair of trains should stop at night.

3.8 Explaining it further, the Ministry of Railways (Railway Board) stated in a note that after reviewing the provision for lighting arrangements, Anchuri Halt has since been electrified and adequate number of fittings have been provided at the platform.

3.9 When the Committee desired that considering the fact that a leprosy Hospital exists nearby the Anchuri Halt Station, the Station should be upgraded for the facility of the travelling patients, the witnesses assured to review the matter.

RECOMMENDATIONS/OBSERVATIONS

3.10 The main contentions of the petitioners are that the stoppage of 469UP KGP-Adra and 464 Adra-Howrah Shiromani trains at Anchuri Halt Station, Adra Division of South-Eastern Railways should be provided. Also, all the basic passenger amenities should be provided at this Halt Station for the facility of the daily commuters including the ailing patients of the nearby Gouripur Leprosy Hospital.

3.11 The Ministry of Railways (Railway Board) have informed the Committee that at present 7 Up and 7 Dn trains have stoppage at Anchuri Halt and these are considered adequate to existing level of traffic at Anchuri Halt. Stoppage of additional trains at Anchuri Halt have not been found commercially justified. In the context of demand from passengers as also considering the requirement of leprosy patients from the nearby hospital, the officials of Ministry of Railways (Railways Board) assured the Committee to review the matter relating to stoppage of additional passenger trains at Anchuri station. The Committee, therefore, recommend that such review should be completed within a specific time schedule and Committee be informed of the outcome in the matter at the earliest.

3.12 With regard to passenger amenities, the Ministry of Railways have apprised the Committee that as per norms the Anchuri Station is a Halt Station of 'F' category and it does not qualify for passenger amenities like lighting etc. The Committee, are, happy to note that after taking up of the matter by them, the Railways have electrified the Anchuri Railway Station. Similarly for drinking water; facilities have been provided by providing one hand pump and one Tubewell. Toilet facilities are, however, yet to be

provided, as under the existing guidelines on the subject, the station does not qualify for toilet facilities. The Committee strongly feel that considering the use of the Anchuri Station by leprosy patients from the nearby leprosy hospital, there is a strong case for upgradation of this station. As assured by the Railways to review the matter, the Committee would await the concrete results of the review by the Ministry of Railways in the matter.

NEW DELHI;
21 February, 2003
2 Phalguna, 1924 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Petitions,
Lok Sabha.

CONFIDENTIAL MINUTES OF THE SIXTY-SIXTH SITTING OF THE
COMMITTEE ON PETITIONS (THIRTEENTH LOK SABHA) HELD ON
5TH FEBRUARY, 2003 IN COMMITTEE ROOM 'E',
PARLIAMENT HOUSE ANNEXE,
NEW DELHI.

The Committee sat from 1100 to 1200 hours.

PRESENT

Shri Basudeb Acharia — *Chairman*

MEMBERS

2. Shri Ambati Brahmaniah
3. Shri Ram Rati Bind
4. Shri Bikram Keshari Deo
5. Shri Anant Gudhe
6. Shri Babubhai K. Katara
7. Shri Shrinivas Patil

SECRETARIATE

1. Shri Brahm Dutt — *Deputy Secretary*
2. Smt. Neera Singh — *Under Secretary*

WITNESSES

**REPRESENTATIVES OF THE MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

1. Shri M.C. Srivastava — Member Traffic
2. Shri Joyanta Roy — Addl. Member (Comml.)
3. Shri A.K. Datta — Addl. Member (IT)
4. Shri S.C. Nagpal — Addl. Member (Elec.)
5. Shri Uttam Chand — Adviser (L&A)

MINUTES OF THE SIXTY-EIGHTH SITTING OF THE COMMITTEE ON
PETITIONS (THIRTEENTH LOK SABHA) HELD ON 21ST FEBRUARY,
2003 IN COMMITTEE ROOM 'E', BASEMENT PARLIAMENT HOUSE
ANNEXE, NEW DELHI.

The Committee sat from 1000 to 1030 hours.

PRESENT

Shri Basudeb Acharia — *Chairman*

MEMBERS

2. Shri Ambati Brahmaniah
3. Shri Ram Rati Bind
4. Shri Bikram Keshari Deo
5. Shri Anant Gudhe
6. Shri P.R. Khunte
7. Shri G. Mallikarjunappa

SECRETARIAT

1. Shri S.C. Rastogi — *Joint Secretary*
2. Shri Brahm Dutt — *Deputy Secretary*
3. Smt. Neera Singh — *Under Secretary*

2. The Committee considered and adopted the draft Twenty-Fifth Report containing chapters on the following:—

- (i) Petition regarding provision of passenger amenities at Govandi Railway Station, Mumbai.
- (ii) Representation regarding grievances of passengers of Murshidabad district due to inefficient Railway Transport System.
- (iii) Representation regarding provision of passenger amenities at Anchuri Halt Station under Adra division, South-Eastern Railways.

The Committee then authorised the Chairman to present the Report to the House.

The Committee then adjourned.

APPENDIX

(See para 1.1 of the Report)

LOK SABHA

PETITION No. 20

(Presented to Lok Sabha on 4.12.2001)

To

Lok Sabha,
New Delhi.

The humble petition of S/Shri Suraj Mohan Sire of Sara Nagar, Govandi Railway Station, Mumbai, Anil Gajanan Thakur of Gajanan Thakur House, Ghatke, Gaon Chembur, Mumbai and other office bearers of Govandi Railway, Prabasi Sangh, Govandi, Mumbai.

SHEWETH

We, the undersigned petitioners submit that Govandi Railway Station is one of the major stations of Central Railway, Mumbai. One lakh commuters travel daily from this station; 30,000 from Govandi East and 70,000 from Govandi West side. There is no Entry-Exit approaches, FOB and other passenger amenities to Govandi (West) Railway Station.

More than 50 persons have died last year while approaching Govandi Railway Station to travel to the other parts of Mumbai for their job employment. The school going children also have to travel *via* this station to go to school in nearby area.

In spite of several requests from the people of local area, commuters, and officials to various authorities in respect of several promises nothing has been done in last several years.

Daily 10,000 single tickets are issued, purchased from Govandi Railway Station. Daily 1000 season tickets on quarterly basis are issued from Govandi Railway Station. That means in all 90,000 season pass holders stay in this area. Daily one lakh Railway commuters travel through Govandi.

The major residential areas like Shivaji Nagar, Bagunbari, Limbonibag, Devnar slaughter house are located on Western Side of Govandi Railway Station. 70% commuters are from Govandi West Side.

We therefore, submit this petition before you with an earnest request to instruct the Railway authorities to provide entry-Exit approaches, FOB and other

passenger amenities to Govandi (West) Railway Station and take an early decision to comply with the request as above.

And your petitioners as in duty bound shall ever pray.

Name	Address	Signatures
Sh. Suraj Mohan Sire	Sara Nagar, Govandi Railway Station, Govandi, Mumbai	Sd/-
Sh. Anil Gajanan Thakur	Gajanan Thakur House, Ghatke Gaon, Chembur, Mumbai	Sd/-
Sh. Sharad Kumble	Kamgar Basahat, Gautam Nagar Govandi, Mumbai	Sd/-

Countersigned by Shri Kirit Somaiya, M.P.