

## LOK SABHA DEBATES

1

### LOK SABHA

*Thursday, April 11, 1985/  
Chaitra, 21, 1907 (Saka)*

*The Lok Sabha met at  
Eleven of the Clock.*

[MR. SPEAKER *in the Chair*]

#### ORAL ANSWERS TO QUESTIONS

[*English*]

#### **Collapae of Flyover of Circular Railway, Calcutta**

\*385. SHRI NARAYAN CHOUBEY :  
Will the Minister of RAILWAYS be  
pleased to state :

(a) whether the flyover of Circular  
Railway in Calcutta collapsed on 23  
February, 1985;

(b) if so, the reasons therefor;

(c) the condition of those workers who  
were seriously injured;

(d) whether Government have paid any  
compensation to the injured workers; and

(e) if so, the rate of compensation and  
the total amount of compensation paid or  
to be paid ?

THE MINISTER OF RAILWAYS  
(SHRI BANSI LAL) : (a) Western side  
of the foot over-bridge adjoining  
Armenian Ghat Level Crossing collapsed  
on 23rd February, 1985.

(b) The incident took place due to  
slippage of wedges caused by vibrations  
during concreting.

(c) Out of the three workers of the  
contractor admitted to the Railway

2

Hospital, two have been discharged. The  
third is progressing well in the Hospital.

(d) & (e). Ex-gratia payment at the rate  
of Rs. 500/- has been made to each of the  
three injured workers. Compensation  
will be payable by the contractor as admis-  
sible under the Workmen's Compensation  
Act.

SHRI NARAYAN CHOUBEY : Sir,  
you are aware of the recent accident  
which took place involving Amritsar  
Express when more than 40 persons died.  
It is also due to the contractor who did  
not fulfil his obligations. Naturally, the  
poor passengers who were travelling from  
Bihar and U.P., more than 40 persons,  
were killed. It has become a fashion  
these days to employ contractors for such  
civil works which previously were not done  
by the contractors. Here, the reason given  
is that the incident took place due to  
slippage of wedges caused by vibrations  
during concreting. There must be certain  
Railway officers who were inspecting the  
work of the contractor who was doing the  
job. There must be D.E.N., A.E.N. and  
I.O.W. incharge of the work. I would like  
to know what they were doing and what  
was their function.

About the compensation paid, a very  
meagre ex-gratia payment at the rate of  
Rs. 500 has been made. The accident  
took place on 23rd February, 1985. As  
per the Government's own confession, one  
person is still in the Hospital. The  
Government is satisfied with an ex-gratia  
payment of Rs. 500 that has been made  
and the rest will be made by the  
contractor.

As you know very well, the principal  
employer is the Railways. The Railways  
being the principal employer, the Railways  
are responsible for paying the compensa-  
tion in full and for everything else.

So, my first question is as to what was the loss to the Railways on account of this accident, what were the Railway officers, D.E.N., A.E.N. and I.O.W. doing, what is the name of the contractor and whether he has been blacklisted or not.

MR. SPEAKER : Such a long question.

SHRI NARAYAN CHOUBEY : He understands everything.

MR. SPEAKER : You have made it complicated.

SHRI BANSI LAL : The loss incurred by the Railways in this accident is to the tune of Rs. 26,000 only. The Inspector of Works incharge of the foot overbridge who was held indirectly responsible has been taken up and he has been discharged. The work was allotted to M/s New India Construction Company at an approximate cost of Rs. 6 lakhs.

[*Translation*]

SHRI NARAYAN CHOUBEY : Was he black-listed or not ?

MR. SPEAKER : This will have to be seen.

SHRI BANSI LAL : We shall see to it when a decision in this regard is taken.

[*English*]

SHRI NARAYAN CHOUBEY : My second question is,....I had even told the Railway Minister personally....that the employment of contractors in the jobs of Indian railways has always been done departmentally such as, deep screening, re-railing and changing of sleepers, since the year 1853 when the railways first came, up to the year, 1983 and I would like to know whether the railways will think not to employ contractors in such jobs due to which the safety of the railways is in danger.

SHRI BANSI LAL : The contract system cannot be eliminated.

SHRI NARAYAN CHOUBEY : These jobs should not be given to contractors.

MR. SPEAKER : How can you say so ? Accident may happen here or there. How can you predict such a thing ? It is unpredictable. It is irrelevant.

SHRI NARAYAN CHOUBEY : Contract labour should not be employed for such jobs.

**Conversion of Manmad-Parli Vajjnath Rail Line into Broad Gauge**

\*386. SHRI SAHEBRAO PATIL DONGAONKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of money to be spent on the conversion of metre gauge rail line from Manmad to Parli Vajjnath into broad gauge rail line; and

(b) how many years will it take to complete the project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The work is being taken up in phases. Phase-I of this project involves conversion of section from Manmad to Aurangabad (114 Kms.) at an anticipated cost of Rs. 30 crores. The total expenditure incurred on Phase-I, upto February 1985 is Rs 7.88 crores.

(b) The completion of this project will depend on availability of funds during the coming years.

[*Translation*]

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, Sir, I would like to know from the hon. Railway Minister why Government do not take any firm step with regard to conversion of metre gauge line into broad gauge line under Manmad—Parli Project in spite of this question having been raised repeatedly. Although the late Prime Minister, Shrimati Indira Gandhi, and the former Railway Minister, Prof. Madhu Dandavate, had given assurance that this work would be completed by 1983 yet the work is going on at a very slow pace and paucity of funds is given as reason for it. If the work continues with the present speed, it will not be completed even during the next fifty years