

LOK SABHA

No. 5 Thursday, February 25, 1982/
Phalguna 6, 903 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair.]

ORAL ANSWERS TO QUESTIONS

Railway Service between Hassan and Mangalore

*63. SHRI T. R. SHAMANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Service between Hassan and Mangalore is working satisfactorily; and

(b) if not, what steps will be taken by the Government to make the above railway work satisfactorily to carry both goods and passengers traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). On the Hassan—Mangalore line, the ghat section between Subramanya and Sakleshpur was affected by heavy rains during the monsoon period, June to December, resulting in land slips and consequent disruption in train services during the period.

Remedial measures like soil stabilisation, providing retaining walls, improving drainage etc., are being undertaken on the Sakleshpur—Subramanya ghat section, on this line, with a view to stabilising the section.

SHRI T. R. SHAMANNA: Sir, this line between Hassan and Mangalore is not working satisfactorily from the time it was inaugurated by Prof. Dandavate when he was the Railway Minister. Mangalore is a big port city, a fishing centre. A fertiliser factory is also there. It has a good hinter land including rich Western Ghat forests and the importance is that there is Kudremukh Iron Ore project.

Will the hon. Minister say why this important railway line is not working satisfactorily? Even before monsoon, the line was not working properly. The affected area is Subramanya—Mangalore line, I am told. Will the Minister now say as to the exact reason why this line is not working satisfactorily?

SHRI MALLIKARJUN: Sir, I have already mentioned that this is a Ghat section—from Hassan to Mangalore in between Subramanya and Sakleshpur is a ghat section. This being a mountainous area, it has been cut for railway alignment. The whole strata is being affected by monsoon, particularly from the month of June to August. And since the strata is not stabilised, for these six months, as a precautionary measure, this section is being closed down. Now, all efforts are being made for the stabilisation of soil and also for improving the drainage and for providing the retaining walls and so on and so forth. In the interest of safety it has been done. The important factor has been the transportation of iron ore which is being deposited in the Mysore State. Mangalore port has been constructed. But, in the interest of safety, we have to close down this line. You know that in 1980 there was a three-hundred inch rainfall.

SHRI T. R. SHAMANNA: Hassan is connected with very many industrial

and commercial cities like Bangalore, Mysore, Bhadravathi, Shimoga, Devangere, etc. The South Kanara people are very enterprising people; they have got interest all over Karnataka. At present they are not able to use this line as this line is not working satisfactorily and it is not helpful to them. If this line is properly worked it would help the people there and there will be no need for putting in additional taxes by way of increased freights and fares, every now and then. The June monsoon has of course affected this line to some extent. But, I am sure, there will be other reasons also for the unsatisfactory working of this line.

May I request the hon. Minister to personally see that this line is working properly?

Then, Sir, the Bangalore-Salem line which has recently been opened, is not also working satisfactorily. I request the hon. Minister to see that this line is made to work properly so that the people may have convenience for travel and at the same time the heavy loss of the Railways may also be prevented.

SHRI MALLIKARJUN: I appreciate the point made by the hon. Member that the South Kanara people are very enterprising people. I would like to inform the hon. Member that the Railway Administration is taking all day-to-day care to see that these lines are working properly and these are properly utilised in the interest of transport and movement of goods and travel of passengers.

SHRI OSCAR FERNANDES: I would like to know from the hon. Minister as to how satisfactorily the line is working at present and whether there is any likelihood of the service being stopped during the next monsoon. If so, what steps are being contemplated to be taken by the Government in this regard?

SHRI MALLIKARJUN: I cannot forecast about the next monsoon. Al-

ready the line has been opened; one goods train has started moving. One passenger train has also started moving on this line since the 31st of December.

SHRI A. NEELALOHITHADASAN NADAR: May I know whether the Government of India have received any complaints from the casual labourers working on these lines regarding the hardships faced by them? If so, what action has been taken by the Government in this regard?

SHRI MALLIKARJUN: There is no casual labour working there because it is no more a construction activity. It is a question of maintenance.

SHRI A. NEELALOHITHADASAN NADAR: There are so many casual labourers who are working there. I have myself forwarded some grievances of the casual labourers to the Government.

SHRI GEORGE FERNANDES: I have also forwarded some.

PROF. MADHU DANDAVATE: It is a question of Gangmen there.

SHRI MALLIKARJUN: Gangmen are there who are patrolling these lines; they are in charge of seeing that the track is regularly patrolled and they are entrusted with this duty. The Railway Administration, in its turn, is taking all steps to help them within our rules and regulations. All their interests are being properly looked into.

SHRI NARAYAN CHOUBEY: Is it a fact that casual labourers work only during construction and they are not there working on Open Lines and Maintenance? What is the hon. Minister stating, Sir? It is not correct.

MR. SPEAKER: Next question. Members Absent. Q. No. 66. Shri Ram Gopal Reddy.