

effect that continuous rainfall during the period and lack of adequate and timely drainage of the surface caused extensive flooding over large areas of the city, often waist-deep, disrupting all the main services. While discussing some of the specific factors that affect the works in Calcutta, he has observed that Civil Engineering Works were being carried out under very difficult conditions one of them being that flood water will be diverted by locals into any convenient holes, rather than allowing flooding of their quarters or booths.

Mr. Bonnet has said that express congestion does not allow erection of site hoardings and work is carried out in almost among the traffic. People live and work and carry on trades alongside the operations and take over any completed areas or remove material at will. Other authorities are also carrying out extensive works, notably, relaying sewers and tram lines.

“...Flood water will be channelled by locals into any convenient hole rather allowing flooding of their quarters or booths.”

Mr. Speaker, about his asking why we announced the date. We announced the date as we would not have run the show without taking the advice of the experts from Paris and London. As I have already taken the advice in February, 1984 we have appointed them as permanent consultants and will only run the show when our permanent consultants from Paris and London tell us that it is okay in every respect.

(Interruptions)

SHRI SATYASADHAN CHAKRABORTY : Sir, I do not want to enter into the political aspect of the answer that he has given. I want to know... *(Interruptions)* I want to know whether because of your decision to run the railway in the middle of the stretch you excavated the opening to get the bogies and other equipments in and kept the

opening unguarded through which water rushed inside. If that is so whether your decision again to run the railway on the stretch you promised, you would not run the railway without taking the expert opinion and until and unless you are hundred per cent sure that there is no danger to the traffic. That you have to assure the House.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, sir, I have already said and would like to assure each Member of the House that the Metro railway will not run unless we are assured from abroad by our experts that this is the time you can run the show only then we will do that.

With regard to the question that the hon. Member has raised as to whether the bunds or the openings were strong enough, that is where we are going into the details and only after obtaining details I will tell them. I am not in a position to tell them now.

SHRI SATYASADHAN CHAKRABORTY : Then why you blame the water logging and sewerage system ?

(Interruptions)

SHRI A. B. A. GHANI KHAN CHOUDHURY : I blame it because Mr. Bonnet has said this in his report. *(Interruptions)* Sir, the problem is that the hon. Member opposite would not like to call a spade a spade.

(Interruptions)

MR. SPEAKER : The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Train Collision Near Howrah on
21.5.1984

*62. SHRI CHHOTAY SINGH YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a number of persons were killed and injured in a train collision near Howrah on the morning of 21st May, 1984 ;

(b) if so, details thereof stating the result of the inquiry, if any, conducted into the accident and the action taken by the Government in the matter ; and

(c) the steps taken to pay compensation to the victims and the families of the deceased ?

THE MINISTER OF RAILWAYS
(SHRI A.B.A. GHANI KHAN
CHOUDHURY) : (a) and (b)

The number of persons killed and injured in the collision between two EMU local trains at Howrah station on 21.5.1984 is as under :

Killed — 12
Injured — 25

The accident was enquired into by Commissioner of Railway Safety, Eastern Circle, and according to his provisional finding, the collision was due to failure of the driver of following local train to stop at an automatic signal, the light of which was extinguished and for not observing precautions as required by rules under such abnormal conditions.

A drive to reinforce safety consciousness amongst staff working to train in suburban sections was launched and is still continuing. In this drive motorman's knowledge of safety rules is being checked and updated. General Managers have been instructed to provide a second motorman in EMU trains. This is being implemented progressively. The provision of second motorman will result in a psychological back-up and will go a long way in observing signals and various speed restrictions, thus minimising the chances of accidents. All available surplus steam loco staff after training have

been deputed to function as assistants to the motormen on as many trains as possible.

(c) A retired Judge of Calcutta High Court has been nominated by the State Government to act as *ad-hoc* Claims Commissioner to adjudicate the claims arising out of the accident.

Introduction of Coupon System for Bus Commuters in Delhi

*66. SHRI K.A. RAJAN :
SHRI NIHAL SINGH :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether in DTC buses in Delhi conductors do not have 5 and 10 paise change and commuters have to forego the change while buying 30/40 paise tickets ;

(b) if so, the steps being taken to help the commuters ;

(c) whether Government are aware that in January, 1984 in Bombay BEST was given permission to sell coupons in advance and these were valid in buses for purchasing tickets ;

(d) if so, the details thereof ; and

(e) whether Government propose to introduce a similar scheme in Delhi ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT : (a) and (b) The DTC on its part is making all efforts to provide maximum amount of change to the conductors. However, due to overall shortage of small coins in Delhi, complaints about commuters foregoing return of small change are sometimes received by the Corporation whenever it is not possible for the conductor to return the balance