

(ग) उत्तर रेलवे के रेल सुरक्षा बल के एक रक्षक, जो पहले केन्द्रीय अपराध ब्यूरो, रेलवे बोर्ड में काम करता था, ने केन्द्रीय अपराध ब्यूरो, रेलवे बोर्ड के कुछ अधिकारियों के विरुद्ध शिकायत की थी जिसमें कुछ आरोप लगाये गये थे। इन आरोपों की रेलवे बोर्ड के सतर्कता निदेशालय द्वारा जांच की गयी थी। जांच पूरी हो जाने के पश्चात् यह मामला केन्द्रीय सतर्कता आयोग को भेजा गया था जिसने इस जांच के परिणामों से कि लगाये गये आरोप सिद्ध नहीं हो सके, से अपनी सहमति प्रकट की थी। केन्द्रीय जांच ब्यूरो ने अपने अधिकारियों के विरुद्ध झूठे आरोप लगाने के लिए इस रक्षक के विरुद्ध अनुशासनात्मक कार्रवाही करने के लिए भी कहा है। अनुवर्ती कार्रवाई की जा रही है।

(घ) प्रश्न नहीं उठता।

Conversion of Rupsa—Bangiri Posi Line

1943. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state—

(a) whether there is any proposal to convert Rupsa-Bangiri Posi narrow gauge Railway line into a Broad gauge line;

(b) whether there has been any survey of the project conducted; and

(c) if so, the total cost estimated and when the project is proposed to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). A reconnaissance engineering-cum-traffic survey for conversion of Rupsa-Bangiri Pasi NG line into BG and its extension upto Chakulia/Gurumahsanj or some other suitable points is nearing completion. A decision about the conversion of this NG line into BG will be taken after the survey report is received, taking into consideration the financial viability of the project as well as the overall resources position.

Late Running of Madras—Mangalore Mail

1944. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Madras-Mangalore Mail is always running late;

(b) if so, the reasons therefor; and

(c) what steps are being taken to ensure punctuality with respect to this train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) to (c). During period from 1st January, 1980 to 18th March, 1980, punctuality of 1 Dn Madras-Mangalore Mail was 84.6 per cent. The days on which it ran late, it was due to Loco failure on account of bad coal, staff and public agitation, signal failure and bad weather. In order to improve the punctuality of this train a special watch is being kept round the clock.

General Cargo Berth at Haldia Dock Complex

1945 SHRI SATYA GOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state—

(a) whether there is any proposal under consideration to construct another general cargo berth at Haldia Dock Complex;

(b) if so, the details thereof; and

(c) if not, what is the alternative proposal to meet the grave necessity for more berths at the said Dock?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):

(a) No.

(b) Does not arise.

(c) The need for an additional cargo berth at Haldia Dock has not been felt.