

Mankhurd—Panvel Railway Line

4603. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 300 on 13th March, 1980 regarding Railway lines from Mankhurd to Panvel and state:

(a) whether the Railway Administration have received the report of Metropolitan Transport Project (Railways) Organisation, Bombay of the work relating to the techno-economic feasibility survey for extending railway line from Mankhurd to Panvel Creek in Maharashtra;

(b) if so, when and what are the findings and conclusions arrived at;

(c) whether the recommendations made in the report have been accepted by Government;

(d) if so, with what result; and

(e) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) to (e). Do not arise.

Waiting list of passengers at starting Station

4604. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that in the long-distance prestigious Express or Mail trains especially those going to the South, passengers getting into the trains at intermediate stations or those proceeding from the starting stations and occupying some place even on the floor with the connivance of the Railway staff have to pay heavy premium for getting a berth or seat;

(b) if so, whether there is any such system of maintaining a waiting

list of passengers at the starting station and then giving preference to those passengers as and when berths become available *en route*;

(c) what steps he proposes to take to prevent such malpractices indulged in by the Railway Ticket Checking Staff *en route*; and

(d) what other measures the Railway Administration propose to take to prevent such bungling by the Railway staff *en route*?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Reports have been received that some passengers enter into the reserved coaches on Mail/Express trains at the train starting station as well as intermediate stations in the hope of getting the berths/seats becoming available due to non-turning up of passengers with confirmed reservations on the train. Although reserved coaches are manned by Travelling Ticket Examiners and Coach Attendants yet sometimes it becomes difficult for them to evict such passengers because of their large number and sometimes unauthorised passengers get in with the connivance of the Railway staff.

(b) and (c). To ensure that the berths/seats becoming available due to non-turning up of passengers on the trains go to the wait-listed passengers on the important Mail/Express trains, one day in second class 3-tier sleeper coach is earmarked for providing sitting accommodation to 14 wait-listed passengers on the 3 lower berths and one 4-berther First class compartment is earmarked to provide sitting accommodation to eight First class passengers on the two lower berths. These passengers are allotted reserved accommodation as per their waiting list priority in First and Second class sleeper on the berths which become available due to non turning up of passengers.

(d) Surprise checks are conducted from time to time and unauthorised