

Providing a stoppage of Neelachal Express at Jaipur Keonjhar Road

1846. SHRI A. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has a proposal to provide a stoppage of Neelachal Express at Jajpur-Keonjhar Road;

(b) if so, when the above proposal is expected to be implemented; and

(c) the progress made so far in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) and (c). Do not arise.

Guidelines to schools and colleges for providing playgrounds

1847. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Central Government have so far given any directives or guidelines to States regarding the schools and colleges for providing therein any minimum area of levelled up obstruction-free land to be used as playgrounds by the alumni and teachers; and

(b) if so, will Government lay on the Table a copy of such directive or guidelines?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Demand for more trains between Lonavla and Pune

1848. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Divisional Manager, Central Railway, Bombay VT has

received a representation from the General Secretary, Railway Passengers Association, Chinchwad, Pune-19 (Maharashtra) in November-December, 1980 regarding their demand to increase Railway Trains between Lonavla and Pune;

(b) if so, decision taken by the Railway authorities thereon; and

(c) if not, the reasons for delay in taking the decision?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Divisional Railway Manager, Bombay VT had received a letter from Railway Pravasi Sangh, Chinchwad during November, 1980 asking for introduction of additional trains on Pune-Lonavla section.

(b) and (c). On account of acute shortage of coaches, inadequate line capacity on the section and non-availability of adequate terminal facilities both at Pune and Lonavla, it is not feasible to introduce additional trains.

Captaincy scheme on trains

1849. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have introduced the captaincy scheme on trains in the recent past;

(b) if so, the date and the names of the trains on which the scheme has been introduced;

(c) the merits of the scheme as against the previous practice;

(d) whether the staff in the Headquarters of the Zonal Railways like New Delhi/Delhi would be charging double T.A. and D.A. under this scheme; and

(e) if so, the reasons for this step?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND

EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Instructions were issued to the Railways on 28-3-1981 to rationalise the working of Commercial staff namely Conductor, TTEs and Coach Attendants working on a train. There is nothing new in the scheme except that the Conductor or Senior TTE has been made to supervise and coordinate the working of the Commercial Staff who had been working individually as per previous practice, to ensure optimum utilisation of staff during their duty hours and better service to passengers.

(d) The staff are paid T.A. and D.A. under extent rules.

(e) Does not arise.

Revenue Accrued from Eastern Railway Stations

1850. SHRI NIREN GHOSH: Will the Minister of RAILWAYS be pleased to state:

(a) total revenue earned by the Railways from the different Railway Stations under Eastern Railway during the last three years, year-wise and division-wise;

(b) total expenditure made for the development of different stations during this period, year-wise and division-wise;

(c) reasons for improper maintenance and development of the different stations of Eastern Railway;

(d) how many important station under Eastern Railway have been modernised, so far, and details thereof; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). The information is being collected from the Eastern Railway and will be placed on the table of the House when received.

New Lines in Gujarat

1851. SHRI DAULATSINHJI JAD EJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Gujarat has sent certain proposals to construct new rail lines in Gujarat State and to convert certain lines from Meter Gauge into Broad Gauge;

(b) if so, the details thereof; and

(c) what action Union Government have taken thereon?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Representations have been received from the State Government of Gujarat suggesting certain railway line proposals in the State.

(b) and (c). The position in respect of these proposals is indicated below:

NEW LINES

(i) *Gandhidham-Lakhpat BG line including Gandhidham-Bhuj MG line conversion (284 Kms.)*

Updating of the earlier survey has been sanctioned, and the same is in progress. A decision on the project will be taken as soon as the survey is completed and the report examined.

(ii) *Bhavagar-Tarapur B.G. line (150 Kms.)*

Surveys carried out earlier for this line reveal that this project will not be a viable one, and therefore not taken up.

(iii) *Modasa -Shamalaji Road (20 Kms.)*

Survey carried out recently for this line revealed that this project will not be viable one, and therefore the proposal was not pursued.