

Mankhurd-Vashi-Belapur Project

1958. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the National Transport Policy Committee has stressed the need to take up the Mankhurd-Vashi-Belapur Railway Project, (Maharashtra) on a priority basis;

(b) whether it is a fact, that the techno-economic survey of this Rail Link has been made and submitted to Government;

(c) if so, when;

(d) what is the estimated cost of this project, and time it would take to be completed; and

(e) when Government propose to take up this project, in view of the recommendations of the National Transport Policy Committee?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes.

(c) October, 1980.

(d) The project which is estimated to cost Rs. 76 crores will take six years to complete;

(e) The Ministry of Railways have already recommended this project to the Planning Commission and their clearance is awaited.

Unauthorised vendors on running Trains

1959. SHRI DAULAT SINHJI JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that unauthorised vendors sell substandard eatables in running trains;

(b) if so, the number of persons arrested during the last year and action taken against them; and

(c) what measures are being taken to check that no unauthorised vendor is allowed to sell eatables in running trains?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) 35,585 persons were apprehended and an amount of Rs. 2,06,672.50 was realised as fine from unauthorised hawkers.

(c) Every effort is made by the Railway Administration to check the howker nuisance in trains and at stations. Special drives are launched with the assistance of Ticket Checking staff, Railway Protection Force and Government Railway Police to prevent the entry of howkers to the station premises and to evict them from stations as well as from trains. Unauthorised howkers are also dealt with in accordance with the provisions of the Indian Railways Act, 1890.

Tupkadi-Talgoria line

1960. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) details of the progress made in construction of Tupkadi-Talgoria railway line in South Eastern Railway around Marafari with the probable schedule of completing the project;

(b) whether this would be only for goods traffic or there would be a provision for passenger traffic also, facts in detail; and

(c) whether the land required for this new line has been acquired; if so, details of the facilities offered to the land losers with respect of the offer of job and payment of compensation?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Work is in progress on Talgoria-Tupkadih new line on South Eastern Railway. As the first phase, the 16.7 km. long

section from Tupkadih and has been taken up for construction as land was made available by Bokaro Steel authorities and no acquisition proceedings were involved. The overall progress of work on this section so far is about 30 per cent. Commencement of work on the remaining portion (16 Kms.) was delayed due to difficulty in getting possession of the necessary land. The State Government has since taken steps for early acquisition of the land. Subject to early handing over of the remaining land and availability of adequate funds in the next two years, the work on this line is expected to be completed in 1983-84.

(b) The line is primarily meant for goods traffic and is being constructed accordingly.

(c) As explained in reply to Part (a), the bulk of the land agreed to be transferred by Bokaro Steel authorities has been taken possession of by the Railway. Out of 283.05 acres of private land involved, 177.17 acres have been taken possession of. Action is in hand for obtaining possession of the remaining private land and 88.70 acres of Government land. With regard to payment of compensation which is disbursed by the State Government, so far the Railway has deposited Rs. 20 lakhs with the State Government. About half of the labour force has been recruited from amongst the local people. Apart from this, no specific quota of intake of labour—whether contractors' labour or railway labour—is earmarked for those, whose land has been acquired.

Sale of tickets for Dhanbad-Pathardih passenger trains

1961. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) average sale of ticket per trip and per day in the month of October, 1981 in Dhanbad Muzafari and Dhanbad-Pathardih passenger trains;

(b) average expenditure per trip and per day of the same;

(c) total number of light, fans, water tap provided for these two trains and the same actually working, facts in details of the state and service in these two sets of trains in Dhanbad;

(d) whether there is a great scope of improving the service of these two trains to act as the major mode of transport in the coalfield where roads are threatened with subsidence and underground fire; if so, facts in details; and

(e) whether there is a demand for one more trip by these trains, if so, steps taken on that?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Dhanbad-Muzafari (Chandrapur) Passenger train.

Per trip	Rs. 961
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Per day	Rs. 3850
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Dhanbad-Pathardih Passenger train.

Per trip	Rs. 369
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Per day	Rs. 1478
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(b) The expenses of the individual trains are not maintained separately. However, all short distance passenger trains incur losses.

(c) Dhanbad-Muzafari (Chandrapur) Train has been provided with 117 lights, 77 fans and 33 water taps, out of which 84 lights, 58 fans and 30 water taps are in working order.

Dhanbad-Pathardih train has been provided with 123 lights, 53 fans and 32 water taps, out of which 78 lights 53 fans and 31 water taps are in working order.

There is continuous theft of fittings from the coaches.

(d) No. The existing trains are not fully occupied.

(e) It is not possible to introduce additional trains as it would affect the coal movement.