

the case of construction of building the maximum limit is Rs. 2.50 lakhs or 90 per cent of the estimated cost whichever is less.

9. To encourage the employers to offer more openings to the handicapped persons, National Awards to outstanding employers of the handicapped are given every year.

10. For economic and physical rehabilitation, aids and appliances are available either free or at subsidised rates of costs to handicapped persons including the deaf and dumb under the Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances.

11. Under the revised scheme of Integrated Education introduced from 1-4-1981, Government of India meets 100 per cent of the cost on certain items on a fixed scale. These include among other things, salary of teachers, cost of training of teachers, transportation costs, cost of books and stationery, assessment costs and cost of initial equipment.

Extension of Dhanbad-Patherdih train upto Bhojudih

3971. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that a railway line is already existing between Bhojudih and Patherdih yard (not station) used by the goods trains occasionally;

(b) whether Dhanbad-Patherdih train could be easily extended to Bhojudih with minor modifications;

(c) if so, facts in details;

(d) whether it is a fact that the matter was raised several times with the Ministry; and

(e) if so, steps taken thereon?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAM-
MENTARY AFFAIRS (SHRI MAL-
LIKARJUN): (a) Yes.

(b) to (e). The platform lines at Patherdih passenger station terminate into a dead end. The extension of existing train between Dhanbad and Patherdih to and from Bhojudih involves extension of the present passenger line upto Bhojudih which is not possible because of human habitation, Damodar River, Collieries and the rocky topography of the area.

In case the present goods line is utilised for passenger services it would seriously affect goods operation and is therefore not desirable. Since convenient road services are already available, additional investment in running passenger trains for short distance traffic is not justified.

श्रीगंगानगर एक्सप्रेस गाड़ी में सादुलपुर
स्टेशन पर डिब्बा जोड़ने की प्रथा

3972. श्री कुंभाराम आर्य : क्या रेल
मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली और हनुमानगढ़ के बीच
बरास्ता रिवाड़ी चलने वाली श्रीगंगानगर
एक्सप्रेस में सादुलपुर स्टेशन पर डिब्बा
लगाने की प्रथा को क्यों समाप्त कर दिया
गया है ; और

(ख) क्या यात्रियों की कठिनाइयों को
ध्यान में रखते हुए सरकार इस गाड़ी में
डिब्बा लगाने की प्रथा बहाल करने को
प्रबंध करेगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग
में उपमंत्री (श्री मल्लिकार्जुन) : (क)
और (ख) दिल्ली-सादुलपुर-हनुमानगढ़ के
बीच सादुलपुर से श्रीगंगानगर एक्सप्रेस के
साथ कोई सवारी डिब्बा नहीं चल रहा
था । लेकिन, सादुलपुर में 92 डाउन
बीकानेर-दिल्ली डाक गाड़ी के साथ हनुमान
गढ़ और दिल्ली के बीच दो धू डिब्बे
लगाये जाते हैं ।