

been considered within the framework of the existing rules and financial constraints and such action as considered necessary has been taken.

#### Moral Education Conference

9151. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of EDUCATION be pleased to state:

(a) whether the First National Moral Education Conference held at Lucknow from 11th to 13th July 1981 has submitted any report to the Central Government; and

(b) if so, the details of the Report and the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) and (b). The City Montessori school of Lucknow organised a 'National Moral Education Conference' at Lucknow from 11th to 13th July, 1981. A copy of the resolutions adopted in the said conference was received from the Organisers. The conference stressed the need of imparting of moral education in the educational institutions. It was also suggested that while moral education should not include the teachings of religious dogmas and specific religious beliefs, common

ethical teachings of all great religions should be included.

The Government has always been of the view that the building up of character of students and teaching of values should be one of the major aims of education.

#### Lat Running of 101/102 and 151/152 Rajdhani Express

9152. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) dates between 1 February, 1982 and 18 March, 1982 when Howrah-New Delhi and New Delhi-Howrah and New Delhi-Bombay and Bombay-New Delhi Rajdhani Express reached destination in time;

(b) dates when it reached late and details thereof; and

(c) the steps taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is attached.

#### Statement

(a) and (b). The dates on which 101/102 Howrah-New Delhi Rajdhani Expresses and 151/152 Bombay Central-New Delhi Rajdhani Expresses arrived destination Right Time or late alongwith reasons for their late running during the period 1st February to 18th March, 1982 are as under:—

Train No. & Description	Dates on which arrived destination		Reasons for late running
	Right Time	Late	
1	2	3	4
(1) 101 Howrah-New Delhi Rajdhani Express	6th Feb. 82	2nd, 9th, 13th, 16th, 20th, 23rd, 27th, Feb., 2nd, 6th, 9th, 13th & 16th March 82.	Bad weather, parting of goods trains, bomb throwing, Engg. restrictions, OHE failure, signal failure, trains on sections ahead.
(2) 102 New Delhi-Howrah Rajdhani Express.	7th, 11th, 14th, 21st, Feb., 4th, 11th, 14th and 18th March, 82.	4th, 8th, 25th, 28th Feb., and 7th March, 82.	Alarm Chain Pulling, disconnection of hose-pipes, over head equipment breakage, trains on section ahead, Engine/signal failure, cautious driving.

1	2	3	4
(3) 151 Bombay Central New Delhi Rajdhani Express.	4th, 22nd Feb., and 11th March, 82.	1st, 8th, 11th, 15th, 18th, 25th, Feb., 1st, 4th, 8th, 15th and 18th March, 82.	Repercussion of agitation at Nizamuddin, A.C. Pulling signal defects, loco defects, operating factors and Engg. restrictions.
(4) 152 New Delhi-Bombay Central Rajdhani Express.	2nd, 5th, 9th, 12th, 19th, 23rd, 26th Feb., 2nd 5th, 9th, and 16th March, 82	16th Feb. and 12th March, 82.	Repercussion of accident, panel failure, A.C. pulling.

(c) Punctuality performance of these trains is closely being watched at Zonal Railway's Headquarters level and in the Railway Board and cases of avoidable detentions are taken up to ensure their punctual running.

#### Cost Based Pricing

9153. SHRI ATAL BIHARI VAJPAYEE: Will the Minister for RAILWAYS be pleased to state:

(a) comparative figures of (i) passengers carried and (ii) distance and hours of travelling, per day, by an average coach of Mail/Express train and of an electric metropolitan local train and also of, per day, earnings per coach;

(b) what are the comparative expenditure figures on staff-wages, etc., in both cases; and

(c) if cost-based pricing is adopted, what should be the ratio between the fares per km, to be charged from a passenger in both cases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As no figures separately for Mail and Express trains are compiled, comparative figures for the latest year i.e. 1980-81 in respect of non-suburban traffic including suburban traffic other than those hauled by Electric Multiple Units and Electric Multiple units are given below to the extent available.

		Non-suburban traffic including suburban traffic other than those hauled by EMUs	Electric Multiple Units
Passenger carried per coach	BG	70	133
	MG	59	113
Distance (Kms.) per coach per day.	BG	314	329
	MG	186	313
Earnings (in Rs.) per coach per day	BG	975	984
	MG	454	709