

(ख) शेष अधिनियमों का कब तक अनुवाद हो जाने की सम्भावना है ?

पश्चिम और मध्य मंत्रालय में राज्य मंत्री (श्री भीतिराज सिंह चौधरी) : (क) अब तक 238 केन्द्रीय अधिनियमों का हिन्दी में अनुवाद किया जा चुका है।

(ख) शेष केन्द्रीय अधिनियमों के लगभग 3 वर्ष में हिन्दी में अनुवाद होने की सम्भावना है।

धूरिया रेलवे स्टेशन (पश्चिम रेलवे) पर रेल-गाड़ियों का रुकना

2795. डा० लक्ष्मी नारायण पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनता ने मांग की है कि पश्चिम रेलवे के रतलाम डिवीजन में धूरिया रेलवे स्टेशन पर प्रायः सभी यात्री-गाड़ियों को रुकना चाहिए क्योंकि यहां प्रसिद्ध जैन मन्दिर है ; और

(ख) यदि हां, तो सरकार द्वारा इस बारे में क्या कार्यवाही की गई है ?

रेल मंत्री (श्री हनुमंतैया) : (क) जी नहीं, 19 डाउन/20 अप बम्बई-देहरादून एक्सप्रेस को धूरिया स्टेशन पर ठहराने के लिए केवल एक अभ्यावेदन प्राप्त हुआ है।

(ख) इस स्टेशन पर प्रतिदिन औसतन क्रमशः 50 और 70 यात्री आते-जाते हैं। धूरिया स्टेशन पर रुकने वाली दो जोड़ी सवारी गाड़ियां इस यातायात के लिए पर्याप्त है।

Improvement in Waiting Halls at Patna City Railway Station.

2796. SHRI R. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) what further improvements are being considered in the expansion, beautification and furnitures etc. in Waiting Halls (Rooms) at Patna City Railway Station under Danapur

Division, in view of its historical and religious background ; and

(b) whether more provision and facilities of water taps and sheds are being considered at Patna City Railway Station ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) and (b). The existing amenities at Patna City are considered adequate for meeting the present requirements of passenger traffic offering at this station. As a measure of additional amenity, however, a proposal to provide Retiring Room facilities at this station is under consideration.

Provision of Electricity for agricultural and domestic purposes in Saharsa District

2797. SHRI R. P. YADAV : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether electricity has not reached in a large number of villages of the districts of Saharsa, Purnea, Darbhanga and Muzaffarpur for agriculture and domestic uses ; and

(b) whether cost of generation and transmission is far too low in Bihar but comparatively the price per unit is too high wherever electricity has been extended and lines installed ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) Yes, Sir. The progress of village electrification in other districts of Bihar is also poor. The percentage of villages electrified in Bihar is 11.6 as compared to the All India percentage of 18.8.

(b) For the year 1969-1970, the cost of generation, transmission and distribution in Bihar has been assessed at about 20 paise per unit as compared to the average tariff of 18 paise per unit for agricultural purposes and 40 paise per unit for domestic purposes. However, the average revenue per unit from all types of consumption was about 16 paise per unit.

Non-availability of Goods Wagons for despatch of Jute at Behariganj (North Eastern Railway)

2798. SHRI R. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether due to non-availability of

goods wagons at Behariganj, North Eastern Railway Station in the District of Saharsa (Bihar), the traders could not despatch jute to Calcutta since last two months, with the result that their entire contracts for supply to jute were cancelled;

(b) whether their advance and timely registration for supply of wagons were not taken note of; and

(c) if so, what steps are being taken to prevent the recurrence of such incidents?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Movement of jute from Behariganj had been satisfactory up to March 1971. 466 wagons were loaded during January to March 1971 and only 34 demands were outstanding at the end of March. There was also heavy cancellation of indents. Large number of registrations were made in April 1971, but the same could not be cleared expeditiously due to suspension of movement via Garhara/Barauni from 27-3-71 to 26-4-71 due to illegal strike of railway staff and the aftermath thereof in May. During the period 1st April to 10th June 1971, 120 wagons were loaded from this station.

(c) Arrangements are being made to clear the on hand registrations promptly keeping in view the movement possible on Eastern Rly. under the existing operational difficulties due to unsatisfactory law and order position.

Late running of trains between Mansi Jn. and Katihar Jn. via Saharsa and Purnea.

2799. SHRI R. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether almost all the trains running between Mansi Jn. and Katihar Jn. via Saharsa and Purnea are generally very late and passengers have to suffer very much on this account; and

(b) if so, the steps being taken to prevent the late running of trains in that side of North Eastern Railway?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No. Only four of the 18 trains viz., 401 Up, 412 Dn, 413 Up and 422 Dn. of Mansi-Saharsa-Banmankhi-Purnea-Katihar section run generally late due

to heavy alarm chain pulling. Punctuality of other trains is about 80%.

(b) To arrest alarm chain pulling special checks are arranged and educative propaganda also undertaken.

Transfer Policy for Station Master and Assistant Station Master in Delhi Division (Northern Railway)

2801. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Divisional Superintendent, Northern Railway, Delhi has adopted a new transfer policy for Station Masters and Assistant Station Masters since last year;

(b) whether this new policy of transfer has been opposed by a very large section of the above categories of Railway employees rights of seniority are ignored; and

(c) if so, the reaction of the Government in this matter?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The system of periodical transfers of Railway servants coming in contact with the public, has been held in abeyance since 1968. Similarly the system of transfers for adjustments of staff according to classification of stations based on their traffic importance, which was in vogue on some Railways including the Northern Railway, has also been held over for so long as the orders banning the periodical transfers are in force.

(b) and (c). There has been some representations against the above change in the system. But there is no proposal at present to restore the old system. A review of the present arrangements is, however, made periodically.

गढ़वाल में गौनीचेरा बांध

2802. श्री प्रताप सिंह नेगी : क्या सिन्धु और बिद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या गढ़वाल में बांध का निर्माण करने का कोई प्रस्ताव था जिससे कि पौड़ी,