

and enlargement of the social security network for the majority of workers:

(b) If so, the details thereof.

(c) whether the Government also propose to review the restrictions imposed on the investment of this money in order to accrue maximum benefits to the members of the employees Provident Fund without jeopardizing the security of the money held by the fund; and

(d) if so, the details regarding the policy of Government in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (d). The Employees Provident Fund monies collected but not immediately required for disbursement are being invested as per the investment pattern prescribed by the Ministry of Finance. The pattern of investment has been reviewed and from 1.10.1996 it has been decided to invest 40% amount in Banks / Public Financial Institutions and 20% in the special deposit scheme as against 30% amount deposited earlier in each category. The remaining 40% amount continues to be invested in the Government securities.

Link Train from Meta Road to Bikaner

1991. PROF. JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have provided link train from Meta road to Bikaner to give connection to Howrah-Jodhpur Express Train;

(b) if so, the details thereof;

(c) whether it is also a fact that the people of Bikaner as well as people of Calcutta are demanding another superfast train from Howrah to Bikaner; and

(d) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir. 2307A/2308A Bikaner-Meta Road Link Express running in conjunction with 2307/2308 Jodhpur-Howrah Express has been introduced from 12-9-96.

(c) and (d). Some representations have been received in this regard. These were examined but introduction of the train has not been found feasible due to operational and resource constraints.

Parties holding Contracts at Allahabad Railway Station

1992. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) the details of parties which are holding catering and vending contracts etc. at Allahabad Railway Station;

(b) whether licence fees of these contractors are being fixed by the Railway Administration based on the number of vendors officially permitted;

(c) If so, the details thereof;

(d) whether the Government are aware that the contractors are employing a quite large number of vendors than those officially permitted causing loss to railway revenue; and

(e) if so, the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) A statement is attached.

(b) and (c). The licence fee is fixed by the Railway Administration keeping in view all relevant factors including, *inter-alia*, the vendors permitted.

(d) and (e). Regular and surprise checks are conducted by Railway Administration and suitable remedial measures are taken.

STATEMENT

S.No.	Name of the Licencee	Nature of Contract
1.	M/s Sanjay Sandip Sonkar	Fresh Fruit
2.	M/s Amna Ali	Fresh Fruit
3.	Shri Munne Khan	Fresh Fruit
4.	Shri Mehboob Khalil	Fresh Fruit
5.	Shri J.H. Abidi	Fresh Fruit Juice
6.	M/s H.P.M.C.	Apple Juice
7.	Shri Mehboob Usmani	Fruit & Fruit Juice
8.	Smt. Siraj Nazir	Fresh Fruit Juice and Salad
9.	Shri-Anant Ram Chaurasia	Tea/Biscuit
10.	Shri Iqbal Ahmed	Tea/Coffee/Biscuit
11.	Shri Kamla Devi	Tea/Biscuit/Bread
12.	Smt. Nirmala Devi	Cigarette/Bidi/Pan/Matches
13.	Shri Suresh Kumar Rakesh	Misc. Articles

Goods Trains

1993. SHRI RUP CHAND MURMU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that to cope with the capacity problem, Government had made a strategic plan, at the suggestion of a NRI, to operate 9000 tonnes-12000 tonnes per goods train, instead of 3600 tonnes-4500 tonnes per train;

(b) if so, whether the NRI had demonstrated the system successfully in 1989 in Kirliburu-Bokaro line with 9000 tonnes iron ore in a train and trained drivers of SER to operate such longer/heavier trains; and

(c) if so, the details thereof, including the economic benefits of heavy haul and the present status of that project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). Heavy haul operation is one of the methods of increasing the capacity of the railways to move more freight traffic on a route. Indian Railways has experimented with running of heavy haul freight trains in some areas, including Kiriburu-Bokaro line. The introduction of heavy haul is an area of continuing research and certain technological and infrastructural problems are yet to be overcome before the system can be implemented.

[Translation]

Out of Turn Telephone Connections

1994. SHRI ASHOK PRADHAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government accommodations (P&T) STD-ISD connections/telephone connections were allotted on compassionate ground between January 1, 1993 and June 30, 1996.

(b) if so, the details thereof, year-wise;

(c) whether such allotments made between July 1, 1996 and November 10, 1996;

(d) if so, the details thereof;

(e) whether any criteria/guidelines has been fixed for such allotment;

(f) if so, the details thereof;

(g) whether these are strictly followed; and

(h) if so, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a)

Department of Post & Telecom.

GOVERNMENT ACCOMMODATIONS:

POST & TELECOM : The information is being collected and the same would be laid on the Table of the House.

Department of Telecommunications

STD-ISD CONNECTIONS/TELEPHONE CONNECTIONS.

Generally telephone connection on out of turn priority basis are sanctioned on various grounds including compassionate ground. However, no separate record is maintained for telephone connections sanctioned on compassionate grounds.

(b) Does not arise.

(c) Yes, Sir.

(d) Does not arise in view of reply at Part(a).

(e) Yes, Sir.

(f) The details are given below:-

(i) Applicants suffering from prolonged and serious illness like cancer, serious Kidney diseases, diarrhoea of liver.

(ii) Widows, genuinely placed in highly adverse social condition.

(iii) Genuine victims of natural calamities and man-made catastrophies who do not have telephone facilities. This should include cases of terrorist threats only.

(iv) Senior Citizens of India (70 years and above).

(v) Public servants performing arduous nature of duties but not provided with telephone at residence by their employers.

(vi) Statutory, Government aided and Government recognised Educational Institutions and Accredited Journalists.

(vii) Physically Handicapped persons with more than 60% disability.

(viii) Any special or extraordinary case deserving compassionate consideration (including recognised Social Workers).

(g) Yes, Sir.

(h) Does not arise.

[English]

Demand of AC-I Quota

1995. SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to State :

(a) whether the Government are aware that there is demand for AC-I quota for Asansol;

(b) if so, the details thereof;

(c) whether it is also a fact that at present there is no quota of AC-I at Asansol;

(d) if so, the reasons therefor;

(e) whether the Government propose to allot at least three to four AC-I quota for Asansol for each train;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (g). There is a demand for allotment of AC First Class quota at Asansol station in trains passing through this station. Computerised reservation facilities have already been provided at Asansol station linked with the computerised passenger reservation system at Calcutta and passengers can seek as many reservations as required on first-come-first served basis.