

MR. SPEAKER: You ask a pointed question, if you like.

SHRI A. K. ROY: My pointed question is this: there are 2 existing lines connecting Dhanbad and Sindri, and Dhanbad and Bhojudih. In view of the fact that there are already passenger trains running within Dhanbad district, will the Minister review the answer and have a fresh look in place of the usual negative answer which they have given?

SHRI MALLIKARJUN: As the hon. Member says, from Dhanbad to Patherdih 2 passenger trains are running. Beyond that it is not possible to run trains for the simple reason that beyond that, there are coal fields, and coal piloting is taking place. We have to augment coal movement. There are two washeries, Patherdih and Bhojudih. The washeries are very vital in the production of coal, because after these washeries, the coking coal will be taken for the Steel Plants. In the light of this, I hope the hon. Members will not think that we are here only to give negative answers, but he should appreciate that we do give positive answers, wherever it is feasible. Since it is not feasible, it is not possible to extend any train service beyond Patherdih.

SHRI A. K. ROY: Is the Minister aware that there is another line between Dhanbad and Sindri, via Pradhankanda, avoiding Patherdih; and in that line also, trains move? And in view of the closure of the coal-based industries in Sindri, there will be ample room to run passenger trains via Pradhankanda to Sindri. Will the Minister consider that suggestion also?

SHRI MALLIKARJUN: We have examined it. There is no ample scope left at all. In the light of that, this is the present position—which I have revealed to the august House; and it is not possible. For the passengers to go to Dhanbad, the road service is better. It is hardly a few miles. There will be a bottleneck in the coal movement if we think about running passenger trains on this line.

मोटर गाड़ी अधिनियम में संशोधन करने का प्रस्ताव

* 367. श्री राम प्यारे पनिका :
क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का विचार मोटर गाड़ी अधिनियम में संशोधन करने का है ; और

(ख) यदि हां, तो उसका ब्योरा क्या है ?

THE MINISTER OF STATE IN THE
MINISTRY OF SHIPPING AND
TRANSPORT (SHRI BUTA SINGH):
(a) Yes, Sir.

(b) Amendment proposals are being processed and a final view on each of the proposals is yet to be taken by the Government.

SHRI RAM PYARE PANIKA: Due to misplacement of the information I was not informed about the answer. So, I have not come prepared. I request you to postpone this question to the next day.

SHRI R. K. MHALGI: May I know from the hon. Minister what are the proposals under consideration for the amendment of that particular Act?

SHRI BUTA SINGH: There are a large number of proposals received from various States and also discussed in the last meeting of the Transport Development Council. It will not be appropriate at this moment to spell out all the proposals, but as soon as they are processed and examined, these will come before the House and then these will be discussed.

SHRI R. K. MHALGI: The hon. Minister has stated that some proposals are under consideration of the government. The House is desirous to know what are those proposals which are under consideration of the government. What is wrong in replying?

MR. SPEAKER: Before discussion, how is it possible?

PROF. MADHU DANDAVATE: I do not know whether during your consideration of the proposals this would fall within the purview of this Motor Vehicle Act. But I would like to know about the existing constraints on the Indian Railways, because a lot of private motor transport men are demanding national permits on a larger scale. As a result of that, already the railways which are carrying a low rated traffic have handed over the high rated traffic to the motor vehicles. If they demand more national permits, in that case, the revenue of the railways will suffer. In view of that, will you see that the interest of the railways is guarded and motor transport lobby is not allowed to have an aggression on the railways?

SHRI BUTA SINGH: Firstly, it is a suggestion. Secondly, in the last meeting of the Transport Development Council, a Member (Transportation) from the Railway Board was present when this decision was taken. But, anyway, we are seized of the matter. The interest of the railways and the larger national interests are always kept in view while deciding the question of national permits. It has already been decided by the Transport Development Council where one representative of the railways at the highest level was present. So, this suggestion of the hon. member will also be taken into consideration.

रेल गाड़ी लूटे जाने की घटनाएं

*368. श्री झशोक गहलोत : क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा-पटल पर रखने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि पिछले चार महीनों में चलती रेल गाड़ियों में लूटमार तथा डकैतियों की अनेक घटनाएँ हुई हैं ;

(ख) यदि हां, तो ये घटनाएँ किन गाड़ियों में हुई तथा कहाँ हुई और कितने यात्रियों को लूटा गया ;

(ग) क्या सरकार ने यात्रियों को उसके लिए कोई क्षतिपूर्ति दी है,

(घ) यदि हां, तो कितनी ; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) Railway-wise statement showing the names of the trains, places where looting (robbery) and dacoity occurred and the nos. of passengers involved during the period from August to November, 1980 is as under:—

Railway	S. No.	No. & Name of the train	Place of occurrence (in Railway section)	No. of pasengers involved
1	2	3	4	5
Central		<i>Robbery :</i>		
	1.	1 Dn. Bombay-Calcutta Mail.	Wagholi-Kajgaon stations	
	2.	548 Up. Konch-Ait Shuttle	Konch-Ait Jn. stations	