

(iii) परिवहन को सुरक्षित/सुविधाजनक परिवहन व्यवस्था की उपलब्धता

(iv) वितरण उपकरणों की अधिकतम उपलब्धता

(v) कार्य संचालनों की व्यवहार्यता

(ग) इंडियन आयल कारपोरेशन के प्रत्येक खाना पकाने की गैस के वितरण के पास उपभोक्ताओं की संख्या सीमा पहले से निर्धारित की जा चुकी है। अधिशेष तेल कंपनियों की खाना पकाने की गैस की एंजिनियों की सीमा का विस्तार करने के लिए कदम उठाये जा रहे हैं।

#### Amenities for Second Class Passengers

\*30. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce trains with more amenities for second class passengers on all long-distance routes to narrow the gap between first and second class travel; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):

(a) Yes, Sir.

(b) A statement is laid on the Table of the Sabha.

#### Statement

To narrow down the gap between facilities for 1st and 2nd Class travel by long-distance trains, the following additional amenities are being provided gradually, in the new second class 3-tier sleeper coaches.

(i) Cushioned berths and back-rests to add to the comfort.

(ii) Tinted window glasses to prevent glare.

(iii) One Western Style lavatory out of the four for the benefit of those passengers who are sick or old or otherwise find it difficult to use the Indian style lavatory.

(iv) Additional racks for keeping the meal trays in hygienic condition.

(v) Space for keeping a portable drinking water container.

(vi) Space to keep linen and bedding in some sleeper coaches for supply to passengers on payment of prescribed charges.

2. In order to ensure provision of more basic amenities to Second class passengers, a prototype second class 3-tier sleeper coach with more toilets and better water supply facilities is being manufactured, so that long-distance passengers, particularly on trains with only a few stops enough, will not suffer from the lack of these conveniences. This coach will be 1.8 metre (6 ft.) longer than the existing coaches. After manufacture and satisfactory trials of the prototype coach, action will be taken for its introduction on long-distance superfast trains.

#### Extraction of Oil from Bombay High

\*31. SHRI RAJ KESHAR SINGH: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total tonnage of oil likely to be extracted from Bombay High;

(b) the oil extracted by now; and

(c) how far the position of import has been affected as a result thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): It will not be in public interest to disclose this information.

(b) The cumulative oil production from Bombay High upto the 8th November, 1977 has been approximately 1.23 million metric tonnes.

(c) During 1976-77, 0.4 million tonnes of oil was produced from Bombay High. During the current year, the likely production is 2 million tonnes. By March 1978, therefore, a reduction in the oil import of 2.4 million tonnes would have been effected.

#### Contributions by Companies to Janata Party and Congress Party

\*32. SHRI C. N. VISVANATHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the amount contributed by Companies to the funds of the Janata Party and Congress Party for State Assembly Elections in June, 1977;

(b) the regulations in force governing the contributions by Companies to election funds; and

(c) the extent of non-compliance with regulations, action taken and the steps proposed to be taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No information is available with the Government about the amount contributed by companies to the funds of Janata Party and Congress Party for State Assembly Elections in June, 1977.

(b) Section 293-A of the Companies Act prohibits contribution of any amount or amounts to any political party or for any political purpose by any company. This Department has not issued any separate regulation in this regard.

(c) Does not arise.

#### Robbery on Train near Mailani Railway Station

\*33. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that about 80 passengers were robbed at the point of pistol in a running train near Mailani railway station on the Kasganj-Kanpur section of the North Eastern Railway Station on the 13th October, 1977;

(b) if so, whether any culprit has been arrested in this connection; and

(c) action taken by Government to prevent robberies on trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) An armed dacoity affecting seventeen passengers, occurred in 2nd class coach No. GS. 7121 of 61 Up Passenger train between Mailani and Kukra railway stations of the North Eastern Railway on 12-10-1977. ₹

(b) Three dacoits have already been arrested by the Police.

(c) Government Railway Police of the State Governments, who are responsible to maintain law and order, are taking all possible steps to prevent incidence of robberies on railway trains.

#### Development of Railways in Bundelkhand Region

\*34. SHRI NARENDRA SINGH: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4823 on 26th July 1977 regarding rail connection for Panna and state:

(a) whether Bundelkhand region of which Panna is a part, has been the most neglected region in the country with regard to the development of Railways during the First to Fifth Plan periods;