

हे कॉन्ग्रेस कोच एक ही है। और कुछ गाड़ियों की वैसे काचर-कोठा वैसे-वैसे को बन्द कर रखा है कोचों की कार्य के कारण तो थाप सेंट पर हो ज्मान होनी, लेकिन तो गाड़ियां बन्द कर रही हैं वा बिनाके पास केवल एक ही कोच है उन कोचों की वधाने के बारे में क्या सरकार कोई कार्यवाही करेगी ?

श्री० मधु दंडवते : मैंने एक समय समय में, बताया था उन गाड़ियों के लिये जो स्टेशन इनक से चलती हैं और इन्स्टीच के लिए स्टेशन कोच की चकरत है। लेकिन जब कोचों की कमी हो गई तो हुनारे सामने प्राथमिकता का ब्यास था। पाचर स्टेशन की स्टेशन कोच बना है और रेल गाड़ियों की बना है। और रेल गाड़ियों के बारे में विचार करने के बन्द हुनने तब बिना बचर पाचर स्टेशन बन्द हो जाते हैं तो सब इन्स्टीच को तकलीफ होती है, हुनारे इन्स्टीच इन्जन के लिये भी तकलीफ होती है। इसलिये जब स्टेशन कोच बन हो क्या 150 परसेंट आफ ट्रेन को हुनको बन्द करना पड़ा। लेकिन जैसे जैसे कोच बना बिलवा जायेगा हुन कुछ और बांच बाइच की गाड़ियां फिर बन्द करे, और जो क्लिगत माननीय सदस्य ने रची है उसकी तरफ बचर ब्यास देने।

श्री जगुर्नुब : मंत्री जी ने रेलों की रफतार बढ़ाने और समय पर चलने के लिये बताया जिसके लिये यह बध्यबाब के पास हैं। लेकिन क्या मंत्री जी बतायेगे कि 30 मई तक कितनी गाड़ियां समय पर चलीं उनका परसेंटेज क्या है, और कितनी गाड़ियां समय पर नहीं चलीं, उनका परसेंटेज क्या है ?

श्री० मधु दंडवते : मैंने तो बताया, अभी थापके सामने जो थाकड़े ब्रीच गेज के बलाए उसमें बताया कि मई 1978 में पंचपुएलिटो 82.4 परसेंट रही है और मई रेल गेज पर 86.1 परसेंट रही, और हिजुस्तान में जो 11,000 गाड़ियां चल रही हैं उसमें 6,000 पैसंजर ट्रेन हैं इसलिये 6,000 पैसंजर ट्रेन का हिस्सा बना कर थापके सामने यह परसेंटेज रखा है थाप कैलकुलेशन कर सीजिए।

SHRI ANNASAHEB GOTKHINDE :

Sir, we are informed that the Janata Party train was waiting outside the outer signal. Because of the mediation efforts in which the Railway Minister was also involved. I would like to know whether he will assure the House that the said train will reach the destination in time.

PROF. MADHU DANDAVATE : I welcome the question. It might be true that the Janata Party train might actually be waiting at the outer signal, but in the Emergency the Congress train and democracy were completely derailed. They have actually allowed the derailment.

Railway Station at Sheloo

*489. **SHRI D.B. PATIL :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a constant demand for the last 20 years for a railway station at

Sheloo (between Neral and Wangani) on Bombay Poona line ;

(b) whether it is a fact that near about 2500 passengers from that area travel by railway ;

(c) whether it is also a fact that a station is provided for, if there are more than five hundred passengers travelling daily from a particular spot ; and

(d) if so, what are the reasons for not sanctioning and constructing a station at Sheloo ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :
(a) Yes, Sir. A statement is laid on the table of the House.

(b) About 2200 passengers travel daily from Neral and Vangani stations which are at a distance of 4.87 Kms. and 3.26 Kms. respectively from the proposed site.

(c) There is no such rule.

(d) The proposal was examined in the past but was not found operationally feasible and there was no financial justification also. However, this proposal is being examined afresh in view of the persistent demand from the people in this area.

Statement

Railway Station at Sheloo

The following representations have been received from the public for opening a station at Sheloo since 1958 :—

S. No.	Name of the party from whom the representation was received	Year
1	2	3
1	Shri M.J. Dave, Village Sheloo, Taluka Karjat Distt. Kolaba	1958
2	Shri Tukaram Laxman, Sonavale & others village Shelu, through the Commissioner, Bombay Division	1959
3	The Collector of Kolaba	1961
4	A joint representation from the residents of Village Bhadwal & Damat, Taluka-Karjat (Kolaba)	1961
5	Shri B.N. Dighe, the then M.P., Lok Sabha	1964

1	2	3
6	Sarpanch, Group Grampanchayat, Damat Dahiwali	1964
7	Sarpanch, Group Gram Panchayat, Shelu, (Distt. Kolaba)	1971
8	Shri Shantaram Rawaji Nimanc, Sarpanch, Group Gram Panchayat, Sheloo	1972
9	Shri S.V. Dhamankar, the then M.P. (Lok Sabha)	1972
10	Shri Yashvant Gopal Patil, Village, Sheloo	1973
11	Shri K.B. Tare from Sheloo	1977
12	Shri Vasudev Pitkar, President, Janata Party, Neral.	1978

SHRI D.B. PATIL : It has been admitted that there is a constant demand for the last 20 years and as many as 2,200 passengers travel daily from this particular place. Among those passengers are students and workers going to Bombay, Poona and other industrial areas, and vegetable growers taking the vegetables to Bombay and other industrial areas. In view of the fact that it is necessary and also in view of the fact that you are going to examine this demand, I would like to know from the hon. Minister whether in the near future it is likely to be taken up.

PROF. MADHU DANDAVATE : In 1964 the problem was examined in depth and at that time it was found out that the capital investment that would be required for the introduction of the station would be about Rs. 2 lakhs. To be exact, it would be Rs. 2,36,335. And it was also found out that the recurring losses per year would be of the order of Rs. 69,000. That would be actually Rs. 69,405 per annum. Thirdly, it is found out that since the distance between the existing two stations, Neral and Wangani is 7 kilometres, and within such a short distance, if we try to introduce an additional station, since Bombay to Poona is a highly density traffic route, and the capacity of the section is completely saturated today, running of trains is likely to be disturbed. But in spite of that we have received the latest communication on 23-5-1977 from a prominent person, Mr. K.B. Tare, from that area and I have already decided on 7-7-1977 that that particular problem should be gone through by the Central Railway and only when the problem is thoroughly examined, I will be able to give further information.

SHRI R.K. MHALGI : When would this full examination of the problem be completed?

PROF. MADHU DANDAVATE : I can assure you that within a few months we will be able to see what exactly can be done in the matter. Whether the reply is positive or negative, I will be able to give the information to the Hon'ble Member.

श्री कलसणी जाई : मंत्री महोदय ने अभी यह बताया कि सर्वे करने के दौरान और इस लाइन के बाजू करने में इतना खर्च होगा। उन्होंने सर्वे के बाकिसे बताया। लेकिन बाजू हो जाने के बाद कितने खर्च के बाद क्या-क्या मुनाफा होता है, यह नहीं बताया। वह भी उन्हें बताया चाहिए ?

श्री० मधु दंडवते : मैंने सर्वे का खर्चा नहीं बताया है, मैंने कैपिटल एक्सपेंडिचर बताया है। अगर यह नया स्टेशन बनाना होगा, तो उसके लिए कितनी पूंजी लगानी होगी, वह बांकड़ा मैंने 2,36,335 रुपए बताया है। मैंने यह भी बताया है कि स्टेशन बनने के बाद भी हर साल रेकरिंग लाग 69,405 रुपए होगा।

श्री कलसणी जाई : मंत्री महोदय ने यह नहीं बताया है कि प्राय कितनी होगी। उन्होंने खर्चा बताया है।

श्री० मधु दंडवते : अगर यह स्टेशन बन जाता, है, तो इस की कैपिटल कास्ट : 2,36,335 रुपए प्रतिवर्ष : 7,446 रुपए, एक्सपेंडिचर : 76,851 रुपए और इस लिए लाग : 49,405 रुपए होगा।

Robberies in Running Trains

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*490. SHRI K. LAKKAPPA :
SHRI DURGA CHAND :

Will the Minister of RAILWAYS be pleased to lay a statement showing :

(a) whether Government's attention has been drawn to the serious situation arising out of the activities of robbers in the running trains throughout the country ;

(b) if so, the number of train robberies during the last one year, monthwise, together with date and the number of persons arrested ;

(c) estimated loss to the passengers in each case and how Government propose to compensate them ; and

(d) whether any steps have been taken by Government to minimise the robbery cases in the Railway and if so, the details thereof ?