

D.T.C. service from Lampur border

1310. SHRI PIARE LALL KUREEL,
URF PIARE LALL TALIB:
SHRI S. A. KHAJA
MOHIDEEN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that D.T.C. have provided direct D.T.C. bus service from the Tikri border and the Dhansa border in Delhi to the Central Secretariat; if so, what are the details thereof;

(b) what are the reasons for not providing any direct D.T.C. bus service from Lampur border to the Central Secretariat despite repeated representations from the daily commuters on this route to only one trip provided on this route from Narela cannot meet the requirements of these commuters;

(c) whether Government are aware that the Central Government employees travelling daily from the Lampur border and other rural areas of Delhi to the Central Secretariat are facing considerable hardships due to complete breakdown of D.T.C. bus services on this route and their inability to avail of the change over facilities from Adarsh Nagar and Azadpur; and

(d) if so, what remedial steps Government propose to take in this regard?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Following special trips have been provided to Central Sectt. from Tikri Border and Dhansa Border and back:

Tikri Border	Central Sectt.
0830 hrs.	1730 hrs.
Dhansa Border	Central Sectt.
0740 hrs.	1740 hrs.

Tikri Border is also connected to Central Sectt. by the inter-state services operating between Bahadurgarh and Central Sectt.

(b) Lampur Border is served by the services of route No. 131 operating to Fatehpuri via Adarsh Nagar, Azadpur, Rana Partap Bagh, Ice Factory and Mori Gate. At several points on this route, high frequency services are available for Central Sectt. as has been indicated below:—

Frequency		
1. Adarsh Nagar Route	No. 100	10 mts.
2. Rana Partap Bagh Route	No. 10	5/10 mts.
3. Ice Factory Route	No. 90	10 mts.
4. Mori Gate Route	No. 200	12 mts.

The special trip provided from Narela at 7.50 AM for Central Sectt. is adequately meeting the requirement of office goers.

It is not feasible for DTC to connect all the localities in the Union Territory of Delhi with one another by direct services.

(c) No such complaint has been received.

(d) Does not arise.

Supply of mechanically unfit acid tankers by the S.E. Railway, Waltair to H.Z.L.

1311. SHRIMATI LEELA
DAMODARA MENON:
SHRIMATI SUSHILA
SHANKAR ADIVAREKAR:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question 777 in the Rajya Sabha on the 2nd March, 1979 and state:

(a) whether it is a fact that the South Eastern Railway Waltair are supplying mechanically unfit acid tankers to the Hindustan Zinc Ltd. Visakhapatnam with the result that

the Hindustan Zinc Ltd. are facing serious problem for off-take of the materials and numerous small scale units have been shut down due to non-availability of essential industrial raw material i.e., sulphuric acid;

(b) whether the South Eastern Railway, Waltair, do not have any repair arrangements at Waltair; and

(c) if reply to part (b) above be in the negative, what are the reasons therefor and what steps Government have taken or propose to take to get the tanker repair there and provide adequate number of mechanically fit acid tankers to Hindustan Zinc Ltd., Visakhapatnam?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Adequate repair facilities are available at Waltair.

(c) Does not arise.

Inadequate supply of acid tankers to the HZL by the S.E. Railway, Waltair

1312. SHRIMATI LEELA DAMODARA MENON:

SHRIMATI PRATIMA BOSE:

SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

Will the Minister of RAILWAYS be pleased to refer to reply to unstarred Question 777 given in the Rajya Sabha on the 2nd March, 1979 and state:

(a) whether it is a fact that the South Eastern Railways Waltair, are not supplying adequate number of acid tankers to the Hindustan Zinc Ltd., Visakhapatnam, for the Northern States on the plea that acid tankers sent to the Northern Railways do not reach Visakhapatnam destination after unloading or were supplying mechanically unfit acid tankers;

(b) whether the South Eastern Railway, Waltair, has faced any such experience;

(c) how many acid tankers the South-Eastern Railways have sent to

the Northern States during the last three years, month-wise, and how many tankers did not reach Visakhapatnam; and

(d) what remedial steps Government have taken or propose to take to stop such a type of discriminatory attitude of the South Eastern Railway towards the Northern Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) No.

(c) Statewise movement figures of Acid tank wagons are not being maintained by the Railways. However, the Hindustan Zinc Limited started loading of sulphuric acid for Northern Railway destinations only from April 1979. Since then eight Tankers have been loaded of which three are yet to return to base.

(d) Does not arise.

Goods traffic from Waltair/Visakhapatnam to New Delhi

1313. SHRIMATI LEELA

DAMODARA MENON:

SHRIMATI PRATIMA BOSE:

SHRIMATI SUSHILA

SHANKAR ADIVAREKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that goods traffic from Waltair/Visakhapatnam section to New Delhi are inordinately delayed causing great hardships to the people of Northern States and consequent rise in prices of commodities;

(b) what time normally Railways require to reach New Delhi from Waltair, and

(c) what steps Government have taken or propose to take to speed up the traffic goods from Waltair to New Delhi destination?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS