

traffic and whether there is any proposal under Government's consideration to construct a bridge near Mitha-pur Rajendra Nagar colony where the traffic is very heavy; and

(b) if so, when the work is likely to be taken up?]

**रेल मंत्री (श्री सी० एम० पुनाचा) :** (क) पटना जंक्शन स्टेशन के हवड़ा वाले सिरे पर केवल एक ऊपरी सड़क-पुल बना हुआ है। मीठापुर में वर्तमान समपार के बदले में एक और ऊपरी सड़क-पुल बनाने का कोई प्रस्ताव रेल प्राधिकारियों के विचाराधीन नहीं है। वर्तमान समपारों के बदले रेलवे लाईन के ऊपर/नीचे सड़क पुल बनाने के प्रस्ताव राज्य सरकारों/नगर निगमों/ज़िला बोर्डों द्वारा रखे जाने चाहिए और साथ ही इस काम की अग्रता और वह वर्ष भी बताना चाहिए जिसमें वे लागत के अपने हिस्से की रकम की व्यवस्था कर सकेंगे। वर्तमान नियमों के अनुसार पुल खास की 24 फुट तक की चौड़ाई की लागत रेल प्रशासन देता है तथा ढलवां पहुंच-मागों और पुल खास की अतिरिक्त चौड़ाई की लागत राज्य सरकार या सड़क प्राधिकरण द्वारा वहन की जाती है। जैसे ही राज्य सरकार/नगर निगम/ज़िला बोर्ड प्रस्ताव रखेंगे और लागत में अपने हिस्से की रकम की व्यवस्था कर देंगे, पुल-संरचना के अपने हिस्से के काम के लिए रेल प्रशासन रकम की व्यवस्था करेगा।

(ख) सवाल नहीं उठता।

t[THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Only one road overbridge at Howrah-end of Patna Junction station is provided and no proposal for construction of another road overbridge in replacement of the existing level crossing at Mithapur is under consideration of the Railway Authorities. Proposals for construction of road over/underbridges in replacement of existing level crossings are required to be sponsored by the State Governments/ Municipal Corporations/District Boards indicating the relevant priority and the year in which they would be able to provide funds

t[ ] English translation.

towards their share of the cost of the work. Under the extant rules cost of the bridge proper for a width of 24 ft. is borne by the railway and the cost of sloping approaches and any additional width of the bridge proper by the State Government or the Road Authority. As soon as the State Governments/ Municipal Corporations/District Boards sponsor the proposal and provide necessary funds towards their share of the cost, the railway will provide funds for their portion of the work on the bridge structure.

(b) Does not arise.]

#### STUDENTS TO TRAP TICKETLESS TRAVELLERS

32. SHRI J. S. TILAK : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Western Railway authorities in Bombay recently enlisted the help of students to trap ticketless travellers on its suburban sections;

(b) if so, what was the purpose of this experiment; and

(c) whether such experiments are going to be tried by other railways in the country ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, the Western Railway authorities have been availing of the assistance of students in ticket checking.

(b) Students' participation in checks against ticketless travel is intended, to create greater awareness amongst them as well as the travelling public at large that ticketless travel is a social evil and should be rooted out.

(c) Yes, other Railways are also trying such experiments.

#### MODIFICATION OF THE RAILWAY LIBERALISED PENSION RULES

33. SHRI T. V. ANANDAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that proposals have been finalised to modify the Railway Liberalised Pension Rules introduced vide Order No. F.(P) 63PN-1/40 of 2nd January, 1964 to admit all those who were in service on 16th November, 1957; and

(b) if so, the details thereof?