

### बरई जलालपुर स्टेशन

१२५४१. { श्री गोकर्ण प्रसाद :  
श्री श्रीकार लाल बरवा : }

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे की लखनऊ-बरेली लाइन पर बरई जलालपुर स्टेशन के लिये किसानों की जमीन अर्जित की गई थी ;

(ख) यदि हां, तो क्या उस जमीन का मुआवजा उन किसानों को दिया गया और यदि नहीं, तो इस मामले में क्या कार्यवाही की गई अथवा करने का विचार है ; और

(ग) क्या यह सच है कि उस जमीन का लगान अब भी उन किसानों को देना पड़ रहा है और यदि हां, तो क्यों ?

रेलवे मंत्रालय में उपमंत्री (श्री शाह-नवाज खां) : (क) जी हां ।

(ख) जिन लोगों की जमीन ले ली गयी है उन्हें मुआवजा देने के लिए रेलवे ने ३१-३-५६ को डिप्टी कमिश्नर, सीतापुर के पास ६६०६ रु० ७५ न०१० जमा कर दिये हैं ।

(ग) रेलवे को इसकी जानकारी नहीं है ।

### Season Tickets

2542. **Dr. Kohor:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there are differences in fares for passengers who travel with season tickets to and from suburban areas of 'A' Class cities of Delhi, Calcutta and Bombay; and

(b) if so, the reason therefor?

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** (a) and (b). Historically,

owing to the special circumstances obtaining, suburban services had been first developed at Bombay, Calcutta and Madras. The third class monthly season tickets at these places are charged at special basis. The cost of these third class monthly season tickets, when equated to the present day single journey mail fares and rounded off, works out to 11 to 18 such fares, for different distances up to 30 kilometres. Beyond this distance, the equivalent number of single journey fares works out to between 9 and 12.

In the case of Delhi and all other cities, the third class monthly season ticket fare is on a different basis related to the basis of single fares as they were in 1948. In terms of the present day third class single journey mail fares, the monthly season ticket fare works out to between 17 and 19, up to 30 kilometres. Beyond 30 kilometres, it works out to 18 single journey fares.

### Trains between Jabalpur and Itarsi

2543. **Shri Hari Vishnu Karath:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that since 1st October 1963 passenger trains between Jabalpur and Itarsi (Central Railway) have been almost always unpunctual and running inordinately late;

(b) if so, the reasons therefor; and

(c) the steps being taken in the matter?

**The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):**

(a) Except for 389 Dn Nagpur-Alahabad Passenger the performance of other passenger trains on the Jabalpur-Itarsi section has shown comparative improvement from October, 1963 onwards.

(b) The main factors which affect the punctuality performance of the trains on this section are the heavy