

provided there is demand. Our difficulty is that there is not sufficient demand for this

Tatanagar Railway Station

*1759. Shri M. K. Ghosh: Will the Minister of Railways be pleased to state.

(a) whether Government have any proposal in the matter of improving the Tatanagar Railway Station in view of the heavy traffic, both in passengers and goods, and

(b) if so, when the programme will be completed and at what cost?

The Deputy Minister of Railways (Shri Shah nawas Khan): (a) Yes, Sir

(b) The new station building is expected to be completed in 1960 at an estimated cost of Rs 13,50,000

Shri M. K. Ghosh: What would be the future force of employees? What would be the number of employees after this?

Mr. Deputy-Speaker: He wants to know whether with the improvement in the railway station there would be any improvement in the labour also

Shri Shah nawas Khan: Possibly he wants to know whether there would be any increase in employment

Mr. Deputy-Speaker: Perhaps that is so.

Shri Shah nawas Khan: There would not be any large-scale increase

Shri Tyagi: Here also, will it be a case of demolition of the old building or only of extension of it?

Shri Shah nawas Khan: It will be a case of providing amenities that did not exist.

Shri Tyagi: By way of demolition?

Mr. Deputy-Speaker: By additions, remodelling and alterations or by pulling down the old building altogether?

Shri Shah nawas Khan: We will be putting up additional waiting rooms

and waiting halls. We will be putting up additional amenities. So, there is no question of pulling down other buildings.

Shri T. B. Vittal Rao: May I know whether the inter-locking arrangement at the present station is adequate to meet the increased traffic there?

Shri Shah nawas Khan: That would come under a separate head of remodelling of yards. For that a separate sum of Rs 2.23 crores has been sanctioned and that would cover it.

Diesel Locomotives

*1760 Shri Panigrahi: Will the Minister of Railways be pleased to state:

(a) how many diesel locomotives are working in carrying mineral ores in the Noamundi-Banaspani-Barajamda-Barbil sector of South Eastern Railway at present,

(b) what is the total requirement, and

(c) what action the Railway Ministry is proposing to take to meet the deficit?

The Deputy Minister of Railways (Shri Shah nawas Khan): (a) 14 diesel locomotives

(b) 14 diesel locomotives

(c) Does not arise

Shri Panigrahi: May I know whether the hon. Minister is aware that ore traffic for export is being held up in this sector due to shortage of diesel locos and also steam locos?

Shri Shah nawas Khan: That is not so. The hon. Member is aware that this sector has to cater for Tatanagar, Burnpur, Rourkela and also for Durgapur at a later stage. The demand for our steel plants must have the topmost priority. When we have dealt with it and we have spare capacity, then only we can think of export.

Shri Panigrahi: Am I to understand that for the present, export is being held up to supply the requirements of steel mills?

Shri Shah Nawaz Khan: Export is not being held up. The hon. Member is aware that at Calcutta Port already we have a stock of over one lakh tons of manganese ore and about 60,000 tons of iron ore. The whole port is congested and there is no point in dumping more there.

Shri Panigrahi: In this sector ten million tons of ore traffic was planned to be undertaken. May I know the allotment of locos for supplying the requirements of steel mills and for meeting export requirements?

Shri Shah Nawaz Khan: I have said that whatever line capacity exists at present is being properly utilised.

Mr. Deputy-Speaker: He wanted to know the break-up.

Shri Shah Nawaz Khan: There is no separate break-up.

Shri Bose: May I know whether steam engines are also working side by side with diesel locomotives?

Shri Shah Nawaz Khan: In certain sections, yes.

Shri Harish Chandra Mathur: May I know to what extent Government's new imposition on diesel will affect the operational costs of this and, in view of the new Governmental policy, whether they are thinking of changing from diesel to steam here?

Shri Shah Nawaz Khan: If anything, it will be the other way round, that is, changing from steam to diesel.

Shri Harish Chandra Mathur: The first part of the question has not been answered. What would be the increase in the cost of operation because of this new imposition?

Shri Shah Nawaz Khan: The operational efficiency would increase very considerably by the introduction of diesel locomotives. Diesel locomotives would be able to haul

Mr. Deputy-Speaker: The hon. Member wanted to know the increased cost of operation.

Shri Shah Nawaz Khan: If anything, the cost would be less. There will be economy.

Shri Panigrahi: What was the programme for introducing diesel locos in this sector during the Second Plan period and how much of it has been affected by the shortage of foreign exchange?

Shri Shah Nawaz Khan: For this period the South-Eastern Railway was allotted 60 diesel locomotives, out of which 52 are already on the line.

Advertisements on Railway Tickets

*1761. **Shri Onkar Lal:** Will the Minister of Railways be pleased to state

(a) whether it is a fact that space on the reverse of passenger tickets is sold for advertisement, and

(b) if so, the nature of response received so far and the rates charged?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir

(b) The response received has not been encouraging. The rate for this medium is Rs 10 per thousand tickets.

Shri Onkar Lal: May I know the necessity of the scheme and the exact date of its enforcement?

Shri S. V. Ramaswamy: The necessity is obvious, that is, to make some more money, if possible.

Shri Onkar Lal: What is the exact date of enforcement of this scheme?

Shri S. V. Ramaswamy: It was tried on various dates and the response has not been good.

Shri Ansar Harvaal: Does Government obtain these advertisements through the various advertising companies or directly through its own advertising organisation?