

(c) Does not arise.

(d) Nos. 457/458 Rourkela-Titlagarh passengers connect 323/324 Howrah-Rourkela Expresses at Rourkela during convenient hours. Extension of 323/324 Expresses to and from Titlagarh is, therefore, not justified. An analysis of utilisation of 5/6 Tata-Waltair bi-weekly Expresses, as per census conducted in April, 1967 has revealed that these services are not fully patronised and there is, thus, no traffic justification for increasing their frequency from bi-weekly to daily service. Extension of these trains to and from Howrah is also not operationally feasible for want of requisite line capacity on Howrah-Kharagpur section apart from the lack of traffic justification therefor.

#### Land on the sides of Railway Tracks on S.E. Railway

5675. **Shri R. R. Singh Deo:** Will the Minister of Railways be pleased to state:

(a) whether Government have taken any action regarding cultivation of the fallow land lying on either side of the Railway tracks on the S.E. Railway;

(b) if so, whether the land has been leased out to local cultivators or whether Government propose to take it up departmentally; and

(c) the total area of the land lying fallow and how much of it has been brought under cultivation in Orissa?

**The Minister of Railways (Shri C. M. Poonacha):** (a) Yes.

(b) To local cultivators.

(c) The total cultivable Railway land in Orissa is 1481.38 acres. Out of this 852.86 acres have been allotted to cultivators for Grow More Food purposes.

#### Rail Link between Dholka and Nadiad (Western Railway)

5676. **Shri E. K. Amin:** Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to link Dholka and Nadiad Stations of the Western Railway by rail;

(b) if so, when; and

(c) if not, the reasons therefor?

**The Minister of Railways (Shri C. M. Poonacha):** (a) No.

(b) Does not arise.

(c) Due to paucity of funds only very few new lines required on strategic considerations or linked with major schemes of development are likely to be taken up for construction in the Fourth Plan and this line may not merit adequate priority for inclusion therein. Besides, these two places are already connected by rail though by a little circuitous route.

#### Diamond Cutting Factories

5677. **Shri R. K. Amin:** Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether there are large number of diamond-cutting factories working in Surat and Bulsar Districts of Gujarat State;

(b) how the raw material for diamond-cutting is imported and how the finished products are exported; and

(c) the tax imposed on the export of diamond and import of its raw material?

**The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed):** (a) Yes, Sir.

(b) Under the policy for Registered Exporters, the import of rough diamonds is allowed against the export of cut and polished diamonds, already