

## RAILWAY BOOK STALLS

644. **Shri Buchhikotaiah:** Will the Minister of Railways be pleased to state how many varieties of books there are under the announced ban on the sale of books from Railway Book-stalls?

**The Minister of Railways and Transport (Shri L. B. Shastri):** In terms of the agreement between the book-stall contractors and the railways, the latter reserve the right of prohibiting the sale of any books which are considered indecent or otherwise objectionable. Accordingly, the railways have prohibited the sale of books which fall under these categories.

## NEW RAILWAY STATION FOR JABALPUR

645. **Shri Pateria:** Will the Minister of Railways be pleased to state:

(a) whether there is any scheme of constructing a new Railway station at Jabalpur;

(b) if the answer to part (a) above be in the affirmative, what is the amount of money sanctioned for the same; and

(c) when the work of construction is likely to commence and what time will it take to complete the same?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) There is a scheme for the provision of improved passenger amenities at Jabalpur. It includes additions and alterations to the existing station building, necessary alterations to track, improvement to platforms, provision of water-borne sanitation, electrification, etc.

(b) The total estimated cost of the scheme is Rs. 18.20 lakhs. This includes Rs. 4.90 lakhs for additions and alterations to the existing station building.

(c) The work is being done in phases. Additions and alterations to the station building are expected to be taken in hand in 1953-54 and completed in 1954-55.

## ANANTAPUR RAILWAY STATION

646. **Shri Lakshmayya:** Will the Minister of Railways be pleased to state:

(a) whether Government have undertaken to improve the Railway Station of Anantapur in Rayalaseema, on the line Guntakal to Bangalore;

(b) if the answer to part (a) above be in the affirmative, what is the progress of work and what is the amount spent on it till now;

(c) whether there is any proposal to open a flag staff station, near Anantapur to facilitate the students of the Engineering College; and

(d) whether Government have contemplated to construct over bridge in the town of Anantapur, to afford free passage to the public, at the level crossing?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The reply is in the affirmative.

(b) The progress on the work upto the end of June 1952 is 10 per cent. The expenditure incurred upto the end of March 1952 was Rs. 39,000.

(c) A proposal to open a flag station near the Engineering College at Anantapur was considered but was dropped due the inadequate justification.

(d) The reply is in the negative. The proposal will be duly considered, if recommended by the State Government, in the order of priority to be given by them.

## NEW RAILWAY LINES FOR RAYALASEEMA

647. **Shri Lakshmayya:** Will the Minister of Railways be pleased to state:

(a) whether the Rayalaseema Development Board has recommended for laying out new Railway lines in the backward area of Rayalaseema;

(b) if so, whether Government have contemplated constructing any new lines in any of the Districts of Rayalaseema;

(c) whether Government propose to extend the existing Bellary-Royadug line to Dharmavaram; and

(d) whether the local bodies and the Public of the Anantapur District have sent resolutions and mahazars to Government to construct a new line from Guntakal to Tumkur?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) No such recommendation has so far been received.

(b) Does not arise.

(c) No such proposal is under consideration.

(d) Yes; one representation was received.

## ACCUMULATION OF GOODS IN HUBLI

648. **Shri Datar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a very large quantity of non-priority traffic registered for movement has accumulated in Hubli District on the Southern Railways;

(b) if the answer to part (a) above be in the affirmative, its extent in wagon loads at various loading stations in the District;

(c) whether it is a fact that only one day in a week is allotted for the movement of such non-priority commodities;

(d) whether it is also a fact that for obtaining wagons against registrations six to nine months are generally required;

(e) if the period is not so long, what is the ordinary period;

(f) whether the Karnatak Chamber of Commerce, Hubli had requested the Railway authorities to allow three days in a week for speedy clearance;

(g) whether the request has been turned down; and

(h) if the answer to parts (f) and (g) above be in the affirmative, the reasons therefor?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) and (b). The average arrears of registrations of non-priority traffic at the various stations in the Hubli District during the period from 10-4-52 to 10-7-52 was 6,339 wagon-loads as against 6,803 during the corresponding period of last year.

(c) While one day in a week is allotted for the supply of wagons for non-preferential traffic generally, except for a few items of the more important preferential traffic, wagons are supplied for non-preferential traffic on other days also if any wagons are left over after fully meeting the requirements of the registrations of the preferential traffic.

(d) and (e). The period varies at each station according to wagon availability vis-a-vis the registrations consistent with their comparative order of priority. In the case of certain commodities like firewood, in which the traffic offering is heavy, and some other commodities requiring the use of special type of stock, the period at present does extend to months.

(f) Yes.

(g) and (h). Consistent with the wagon availability for preferential traffic, it has not yet been found feasible to provide transport for the non-preferential traffic to a larger measure without detriment to the movement of essential traffic.

#### LOADING CAPACITIES AT GHORPURI AND HOTGI

649. **Shri Datar:** Will the Minister of Railways be pleased to state:

(a) the extent of transshipment capacities in wagon loads per working day at Ghorpuri and Hotgi Stations on Southern Railways;

(b) whether this extent of the capacity is inadequate for coping with the heavy traffic that has to pass through these transshipment points in Hubli District;

(c) if the answer to part (b) above be in the affirmative, the extent of the inadequacy;

(d) whether any restrictions have been placed on loadings at various stations in the District, due to the limited transshipment capacity at the above points;

(e) whether the Karnatak Chamber of Commerce has been requesting Railway authorities repeatedly for the last seven years for increasing the loading capacities at the above stations; and

(f) if so, whether any steps have been taken by Government to remove this bottle-neck?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) to (c). The present inadequate daily transshipment capacity, in terms of wagon-loads, at Ghorpuri and Hotgi and the extent to which it should be augmented to appreciably ease the position is as follows:—

Station	Existing capacity		Capacity required for appreciably easing the movement of traffic,	
	Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
Ghorpuri	50	65	60	85
Hotgi	28	35	30	45

(d) The loading at stations in the District is regulated so that the flow of traffic is consistent *interalia* with the transshipment capacities. In the event of any congestion or other unforeseen operational difficulties, the movement of traffic is further restricted, the duration of the restriction being kept down to the minimum.

(e) and (f). A number of representations have been received for stepping up the quantum of movement of traffic via these transshipment stations. The feasibility of increasing the capacity is under active consideration and suitable action as may be