

(c) If the answer to part (a) above be in the negative, what were the reasons for not arranging the special trains?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) Special trains were run in connection with the last *Shivratri Jatra* for Purli-Vajinath and Ondha Nagnath, but none in connection with the *Jatra* for Ellora.

(b) 13 Specials for Purli-Vajinath from 23rd to 27th February 1952, both days inclusive, and one special each on 24th and 25th February, 1952, for Ondha Nagnath.

(c) As only 754 pilgrims visited Ellora, no Special train was arranged and the traffic was cleared by ordinary trains, the rakes of which were strengthened.

#### ROLLING STOCK (SHORTAGE)

**823. Shri Neswi:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that on account of shortage of wagons and engines the transport situation in the Hubli District is unsatisfactory;

(b) if so, what steps have been taken to supply them;

(c) whether it is a fact that some rolling stock was to be received before April, 1952; and

(d) if not received, when they are expected to be received and actually put into commission on the Hubli District?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) There were heavy demands pending of the Hubli District during 1951 and first half of 1952 and due to shortage of wagons and restricted capacity via tranship points, such as Ghorouri, it was not possible to meet these demands fully.

(b) As more stock was received, loading of block trains was arranged as far as possible with satisfactory results.

(c) 304 new metre gauge wagons were delivered to the Southern Railway from April 1951 to March 1952, but the number out of these supplied to the Hubli District in particular is not readily available. 1981 more wagons are expected to be put into service on the Southern Railway during the period April 1952 to March 1953. During the period from 22-7-52 to 15-11-52, a total of 303 new wagons were received and put on for traffic for the whole Mysore Region, including Hubli District.

(d) Does not arise.

#### BOOKING OF GOODS FROM SOUTHERN RAILWAY

**824. Shri Neswi:** Will the Minister of Railways be pleased to state:

(a) whether the Western Railway has stopped booking of all traffic from Southern Railway to Ujjain from March, 1952;

(b) whether it is a fact that the same Railway has given a daily quota of six wagons for the whole Southern Railway;

(c) whether it is a fact that the volume of traffic offering to and across that Railway is larger; and

(d) if so, what measures are being taken to remove these restrictions?

**The Deputy Minister of Railways and Transport (Shri Alagesan):**

(a) Goods traffic, except Government sponsored foodgrains and coal, was restricted to Ujjain from 8-2-52 to 26-3-52 after which there has been no restriction on its movement so far.

(b) No quota has been prescribed for movement of traffic for booking to and via Ujjain as booking is free.

(c) The amount of traffic offering from the Southern Railway to stations on the Western Railway via Ujjain is not much as will be clear from the fact that in September 1952 the outstanding registration for booking to stations reached via Ujjain were only two wagons. Booking of goods traffic to stations reached via Ujjain has been made free since the beginning of November 1952.

(d) In view of (c), the question does not arise.

#### WAITING ROOMS

**825. Shri Raghuramaiah:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the insufficient and congested condition of the Waiting Rooms at Tenali, Vijayawada and Masulipatam Railway Stations on the Southern Railway;

(b) whether Government are aware of the necessity of having covered platforms at those Stations; and

(c) if so, what improvements Government propose to make at those stations and when?