

take up any of these proposals for construction in the 1st Plan Period.

#### RAILWAY MILEAGE

177. **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to state:

(a) the total mileage of Railway lines in each State; and

(b) the proportion of Railway mileage to the area of each State?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Statistics of railway mileages for each railway administration are collected and published annually in the Report of the Railway Board on Indian Railways Volume II—Statistics, but State-wise statistics are not maintained. Attention of the hon. Member is however, drawn to the data specially collected and supplied in answer to Unstarred Question No. 508 for 10th December, 1952 by Shri R. N. S. Deo in the Lok Sabha.

#### GHAT SERVICE

178. **Shri S. N. Das:** Will the Minister of Railways be pleased to state:

(a) the present ferry capacity of Mokameh, Bhagalpur and Digha ghats on the N.E. Railway;

(b) whether proposals for the increase in the capacity of these ghats have been considered;

(c) if so, with what effect;

(d) how far these ghats have been able to serve to their full capacity during the last five years; and

(e) what increase in the ferry capacity of these ghats will be necessary in order that these ghats may be able to cater to the needs of North Bihar so far as coal, cement, stone and iron are concerned?

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

(i) Mokamehghat ... 116 Broad gauge wagons per day.

(ii) Bhagalpurghat ... 30 Broad gauge wagons per day.

(iii) There is no arrangement for movement of through goods traffic via Dighaghat.

(b) Yes.

(c) and (d). The particulars of the quotas fixed in keeping with the anticipated capacity from time to time and the average daily transhipments are shown below:—

Transhipment points	Year	Capacity (Quota)	Actual average daily transhipment
Mokameh-ghat	1950	113	69.1
	1951	119	100.7
	1952	110 to 136	105.0
	1953	136 to 121	120.1
	1954*	135 to 115	108.9
Bhagalpur-ghat	1950	24	15.1
	1951	30	25.7
	1952	30 to 42	30.9
	1953	39	28.4
	1954*	39 to 30	20.9

The performance is subject to the vagaries of the river Ganga.

(e) The capacities of Mokameh-ghat and Bhagalpurghat are far inadequate to meet fully the overall requirements of the transshipment traffic to be moved from Broad to Metre gauge not only for North Bihar but also for the other States served by these routes. Movements by the other routes have been stepped up to improve the position as far as feasible. The real solution is the construction of the Ganga Bridge, which is in hand, in order to ensure adequate and regular movements, unaffected by the vagaries of the river.

\*The deterioration in 1954 was due to exceptionally adverse river conditions from January to July.