

उपनगरी गाड़ियों (suburban trains) में लगाने के लिये इस तरह के विज्ञापन पहले से लिये जा रहे थे। अभी हाल में आदेश दिया गया है कि रेल-प्रशासन मुख्य लाइन की गाड़ियों के डिब्बों में लगाने के लिये भी मानक आकार के (standard size) व्यावसायिक विज्ञापन (commercial advertisements) ले सकते हैं।

Goods Transport from Marmagoa

261. Shri Sugandhi: Will the Minister of Railways be pleased to state:

(a) what was the daily average traffic (goods) handled by the Southern Railway through Marmagoa port prior to the closure of Goa border;

(b) what were the major commodities of the traffic at that time;

(c) the total quantity of goods transported, both ways, for the years 1953-54, 1954-55 and 1955-56;

(d) how this traffic is being moved now;

(e) has much congestion occurred in the junctions of Ghorapuri, Guntakal and Bangalore; and

(f) whether it is a fact that manganese ore is now being booked to Hubli and then transported to Karwar by motor trucks for further shipments by the S.T.C.?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) About 7,500 tons, some part of which was moved by railway and the rest by other means of transport.

(b) Metallic ores, coal, grain and pulses, Kerosene oil and general goods, the most important being metallic ores.

(c) The quantities transported by railway were:—

1953-54	600,000 (approximate)
1954-55	360,000 (approximate)
1955-56	110,000 (approximate)
(upto November)	

(d) The traffic that was moving by rail to and from stations in the Indian Union is now moving to and from other ports, principally Bombay, Madras, Vizagapatam, Cocanada and Masulipatam and in the case of Coal direct from the collieries by rail.

(e) No.

(f) Yes.

Train Punctuality

262. Shri Sugandhi: Will the Minister of Railways be pleased to state:

(a) the percentage of punctuality of the passenger trains to scheduled time in the Gadag Sholapur M.G. section of Southern Railway during the months of April, May and June for the last four years;

(b) if trains have been unpunctual in general the reasons therefor; and

(c) whether Government will introduce diesel engines for passenger trains to give relief to the travelling public in this area?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a)

	Percentage of punctuality		
	1955	1956	1957
April	57	60	50
May	44	41	36
June	42	41	34

NOTE.—Records pertaining to the year 1954 are not available.

(b) Scarcity of water and bad quality available during summer result in out of course detention for water and defects in engines respectively.

(ii) Seasonal rush of passenger traffic in summer.

(iii) Detentions to trains at Hotgi for connecting with Broad Gauge trains running late.

(iv) Long non-controlled block sections which upset the operation of train services if one train runs behind schedule.

(v) The necessity to use light type engines due to four major bridges on the section not being upto the requisite standard.